Dale Robbins, Principal
B.M.E.–HSTC, Arkadelphia, Ark.
M.M.E.–N.T.S.U.

Principal's Message

My congratulations to the 1972 annual staff for the outstanding work done in developing this yearbook to so aptly tell the story of our school life. These memories will be great ones, and in years to come, the memories of friends, warm ones.

Best wishes to our departing seniors, and to the returning students that carry on the loyalties and traditions that are Sanger High School. You have the talents and abilities for truly great things. We will follow each of your lives with keen interest and rejoice with you in each accomplishment.

Yours for an ENJOYABLE AND WORTHWHILE high school experience,

Dale Robbins

High School Faculty

Ralph Amyx
Head Coach
Science
B.S.–NTSU

Wesley Branstine
Band Director
B.M.E.–Henderson State College, Arkadelphia, Arkansas

J. W. Bucklew
Bookkeeping, Typing, Consumer Math
B.B.A., M.B.A.–NTSU

Daisy Cook
English, History, Journalism
B.S.–NTSU

Neilan Cook
Agriculture
B.S.–Sam Houston College
M. Ed.–A & M

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Sometimes a man has to travel alone

WHEN HE DOES, WE'RE READY FOR HIM

For him, it can be one of the most exciting times in his young life. But for you, if you have to stay behind, sending him off on his own can bring a lump to your throat. We can't do much about that, but we can give you the peace of mind that comes from knowing he's in very good hands. Every one of our stewardesses has been specially trained to look after children, to make sure they're properly fed, get enough rest, kept happy and amused.
At the other end, too, we'll ease them quickly through airport formalities, and stay right with them until the person you designate has collected them. Sometimes all the special care and attention makes our grown-up passengers jealous—until their children fly by themselves—and then they're as grateful as you'll be.

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INTRODUCTION

The Nigeria Year Book 1972 which is the 21st in our series of year books is a comprehensive survey of the country's activities.

It reflects the many changes which have taken place in Nigeria—one of the most rapidly developing countries in Africa—within the last twelve months.

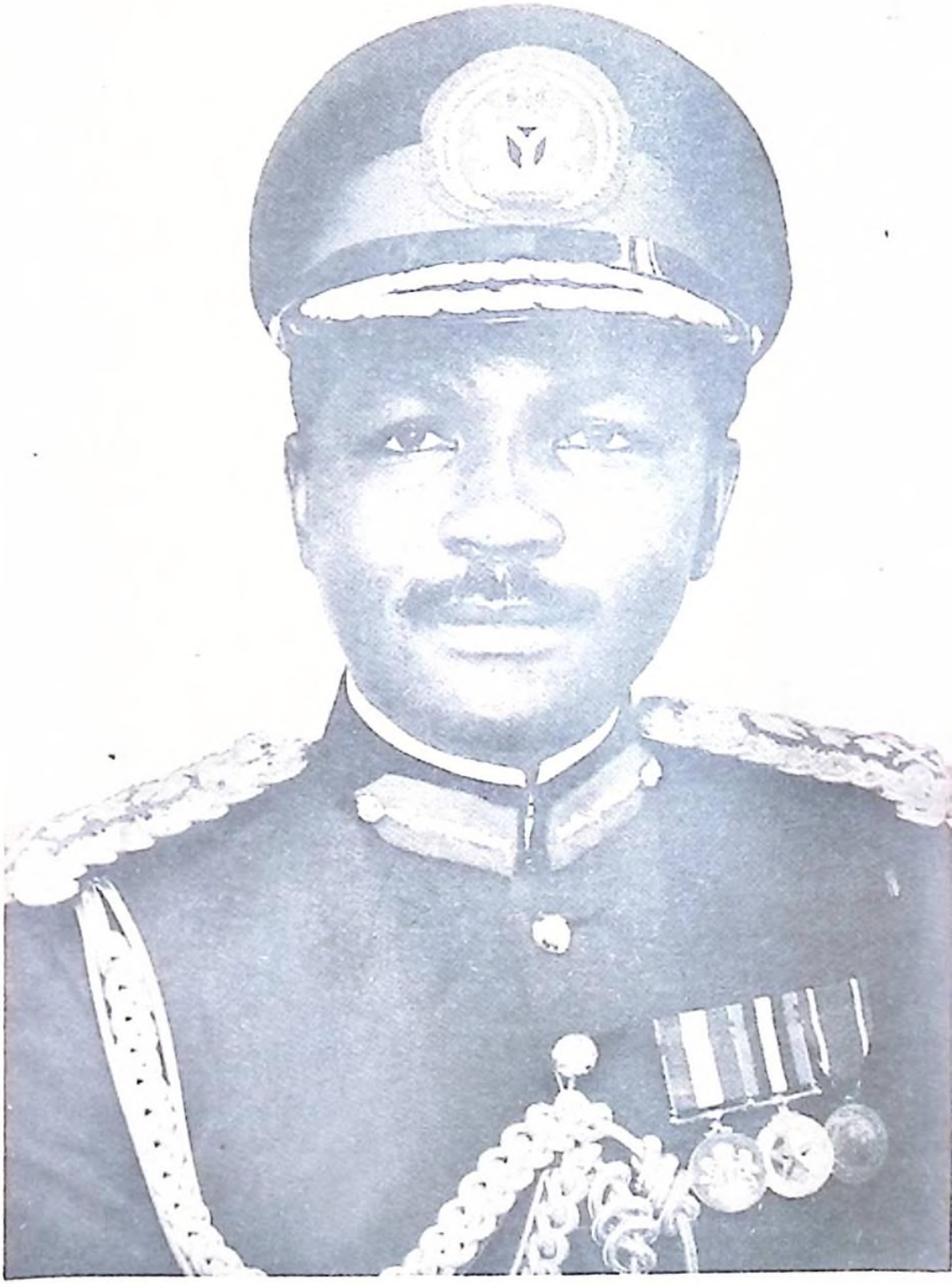
The Year book provides essential and comprehensive information about the country's economic and statistical data, as well as details of the constitution, the judiciary, and education.

A new feature of the present edition is the general survey of: 1. The Second National Development Plan. 2. Domestic Production and Distribution. 3. History and Economy of the twelve states. 4. Public Health. 5. Transport and Communication. As usual the details have been compiled on the basis of official statistical references.

The accuracy of a reference book such as this must always depend upon the co-operation of many contributors who supply information about the institutions they represent. We are indebted to them for their very useful assistance and co-operation.

Further innovations will be made in future editions and we shall welcome suggestions for increasing the usefulness and comprehensiveness of the Nigeria Year Book.

John J. Adollo (Editor)



General Yakubu Gowon

Nigeria's Armorial Bearing

THE coat of Arms has an eagle mounted on a black shield bisected by two silver wavy bands. Two white chargers support the shield. Its base is a wreath of coctus spectabilis flower.

THE BLACK SHIELD represents our fertile soil.

The SILVER BANDS, the rivers of Niger and Benue which water the country.

THE COCTUS SPECTABILIS is a wild colourful flower which grows in Nigeria.

THE EAGLE stands for strength, and the chargers are a symbol of dignity.

THE WREATH OF COCTUS spectabilis is cast in our national colours of white and green; our motto is Unity and Faith.

Nigeria's Flag

THE design for the National Flag of the Federal Republic of Nigeria which most commended itself to the Council of Ministers from the designs received in the National Flag Competition was submitted by Taiwo Akinkunmi, a Nigerian student at the Norwood Technical College Knights Hill West Norwood, London S.E. 27 who won the competition.

The Flag is divided vertically into three equal parts. The central part is white and the two outer parts are green. The green of the flag represents Nigeria's vast agricultural wealth and the white represents unity and peace.

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ADVICE TO VISITORS

How to come to Nigeria

About all the major airlines of the world operate air services to Lagos and Kano. These include the British Caledonian Pan American, Lufthansa, Ethiopian Airlines, Swissair, Air Afrique, KLM, Alitalia, BUA, Air Zaire and the Nigeria Airways. Your travel agent will help you regarding flight details and connections.

The Kano International Airport and the Lagos Airport offer both aircraft and passengers some of the most modern facilities, which include for the passenger, a Duty free shop in the departure /transit lounge. Passengers will also be able to buy exquisite works of art and craftwork from the many sellers at the airport.

The would be visitor to Nigeria may also come by sea. Shipping lines serving Nigeria include the Elder Dempster Agencies Limited, Farrel lines Incorporated, Umarco, Scanship, Palm Line and the Nigerian National Shipping Line. The main port is at Apapa, about 5 miles to the heart of Lagos, or about 15 minutes by Ferry.

A few enterprising travellers also enter Nigeria by road through the Republic of Dahomey, Cameroon and the Chad all of which are Nigeria's friendly neighbours.

What to wear

Visitors are advised to bring along light cotton dresses and light-weight suits. Sun glasses are also recommended for use during the day which is generally hot.

During the day and generally, in the evenings casual wear is common. Men usually wear short-sleeved shirts over trousers with shoes or sandals. Cheap but durable local slippers are available in the craft shops in the country.

(1) Travel Documents

The four principal types of travel documents required for entry into Nigeria are:

(*a*) Travel certificate — Nationals of West African countries can enter Nigeria with travel certificate instead of passports.

(*b*) Passport — This is required by all persons entering Nigeria.

(*c*) Visa — This is a legal requirement and must be obtained by all non-commonwealth nationals travelling to Nigeria.

(*d*) Entry Permit — This is intended for commonwealth citizens. It is a legal requirement. All commonwealth citizens are therefore

advised to get it before starting their journey because it will save them delays when booking their passages or when they are actually entering Nigeria.

(2) All applications for Nigeria Visas/entry permits should be made to the Nigeria Mission, Embassy, or Consulate in that country. Where Nigeria has no mission, applicants in a commonwealth country should make the application to that country's Passport Office. In a non-commonwealth country where Nigeria has no mission, such application should be made to a Mission or Embassy authorised by the Nigerian Government to act on its behalf.

(3) Conditions for granting Visas/entry permits

Normally, all applications for visas and entry permits are referred to Lagos by the office receiving them. However subject to certain conditions, Nigerian Mission may grant applications without referring them to Lagos. The conditions are:—

(*a*) the visas or entry permit so granted is for a period not exceeding 14 days;

(*b*) it is for only one entry, which must be made within a period of three months from the date of issue;

(*c*) the visit is for tourist travel or business purposes only;

(*d*) the applicant is not a stateless person;

(*e*) there is no security objection to his entry into Nigeria;

(*f*) the applicant must have a return or through ticket to a country to which he has the right of admission, otherwise he must have sufficient funds to purchase such a ticket.

There are other cases in which visas may be issued without the application being referred to Lagos. These are to:

(*a*) members of the diplomatic service of foreign states friendly to Nigeria and friendly Foreign Consular officers de carriere travelling to or through Nigeria on duty;

(*b*) members of foreign states of minister's rank; and

(*c*) persons who are travelling through Nigeria and who wish to break their journey in Nigeria for period not exceeding 24 hours, provided they are in possession of visas/entry permits and are not stateless persons.

Where a non Nigerian appointed to a Government post, he may be given a visa by a Nigerian Mission or Consulate without this application being referred to Lagos. Such a visa is valid for only three months and for only one entry.

(4) **Employment of immigrants/immigrant quotas**

No immigrant is permited to accept employment in Nigeria unless such employment is within an authorised immigrant quota. An immigrant quota is a number of non-Nigerians a person or firm may employ in Nigeria.

(5) **Doctors, Dentists, Nurses, Midwives, Pharmacists, Barristers and Solicitors**

Non-Nigerian professionals who wish to practice their professions in Nigeria must first register their names in accordance with the Provisions of the respective Legislations. Registration is mainly dependent on the applicant's qualifications. In order to avoid the entry of unqualified persons into Nigeria, all persons wishing to enter Nigeria to practise one of these professions are required, before visas or entry permits are issued, to provide particulars of their qualifications in order that their eligibility of consequent registration may be determined.

(6) **Establishment of Business**

No person other than a citizen of Nigeria may establish a business on his own account without the consent in writing of the Commissioner of Internal Affairs. Persons wishing to establish new business are required to submit their applications on Immigrations Form T.1 in quintuplicate to the Permanent Secretary, Ministry of Internal Affairs, Alagbon Close, Ikoyi, Lagos.

Where any company or business wishes to increase its expatriate quota, application must be made on Immigration Form T.2 and submitted to the Permanent Secretary, Ministry of Internal Affairs.

In order to facilitate the operation of the new Act and the quota system, all employers are required to forward to the Chief Federal Immigration Officer, a monthly return showing a list of their expatriate staff including those on leave, temporarily absent from Nigeria and locally employed in Nigeria.

(7) **Prohibited Immigrants**

(*a*) Portuguese nationals are prohibited immigrants.

(*b*) Holders of passports and other Travel Documents issued or renewed on or after the 11th of November 1965, by the illegal regime of Ian Smith in Rhodesia are prohibited immigrants.

(8) **South Africans**

White and non-white South Africans may enter Nigeria if they have visas.

Health and anti-malaria precaution

Travellers and tourists must have a valid international certificate of vaccination for smallpox and yellow fever. A certificate for cholera is not essential. It is necessary that these certificates are obtained before embarkation.

The intending visitor to Nigeria is advised to entertain no fears whatsoever regarding malaria. The country is not only generally healthy and preventive measures efficient, but adequate facilities exist for prompt and effective cure. The visitor who thinks he has little or no immunity, however, to malaria is advised to take his regular dose of anti-malaria drug prior to entering the country, throughout his stay in the country, and for some weeks after leaving the country.

Customs and personal effects

The Nigerian Customs Authorities are usually very polite, and persons travelling to Nigeria may carry with them a limited quantity of duty-free items such as a few ounces of tobacco or the equivalents in cigarettes (a maximum of 200 cigarettes) one regular bottle of alcohol, and a limited quantity of personal effects.

Personal effects

(*a*) Any person, including a visitor, arriving in Nigeria may bring along as baggage, the following articles and in such quantities and of such kinds as are in the opinion of the Customs and Excise appropriate to the passenger.

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(*b*) Wearing apparels and personal effects.

(*c*) Binoculars (excluding cameras) sports requisites, toys and articles for household use (such as perambulators, pictures, glassware, linen, cutlery crockery and plate) which are shown to have been in the personal or household use of the passenger for a reasonable period.

(*d*) Photographic films and plates and sound recording tape but not including such material, if imported for the purpose of commercial photography or sound recording.

(*e*) Instrument and tools for the personal use of the passenger in his profession or trade, but not including arms or ammunition, motor vehicles, fabrics, in the piece, provisions, stationery, portable or perfumed spirits or any goods imported for the purpose of trade.

(*f*) Portable or Perfumed spirits not exceeding one reputed pint, or wine not exceeding one reputed quart or cigars, cheroots, cigarettes, snuff or tobacco not exceeding in all one pound in weight.

(2) The above listed articles may be imported into Nigeria as passengers unaccompanied baggage provided the passenger on arrival completes properly a declaration of such baggage and provided further that such baggage is imported within two months of his arrival.

(3) Motor vehicles of a kind liable to import duty may be temporarily imported (i.e. for use within 3 months) without payment of duty and purchase tax by any one of the following methods.

(*a*) On Carnet or Triptyque — A motor vehicle may be imported under this system provided the relative documents are valid and have been issued by an approved Association which guarantees the payment of the duty and the purchase tax in the event of failure to comply with these regulations governing temporary importation. A carnet or triptyque is deemed only to cover the vehicle and such appropriate spares and equipments specified therein.

(*b*) On deposit of Duty and Purchase tax. As an alternative to importation Carnet or triptyque, a motor vehicle may be admitted on deposit of the appropriate duty and purchase tax chargeable.

(4) Importation of Agricultural products (Plants) and Seeds must be accompanied in all cases by a Plant Health Certificate. (b) Pets imported into Nigeria must be examined by a veterinary officer on arrival and shall be detained at a place pending the production of a signed certificate of health of their freedom from disease.

Further enquiries however should be directed to:

The Chief Immigration Officer, Lagos, Nigeria.

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Brussels:	Krediet Bank NV., Arenbergstraat 7, Brussels 1, Belgium.

THE COUNTRY AND ITS GEOGRAPHY

The Federal Republic of Nigeria is the largest single geographic unit along the West Coast of Africa and occupies a position where the western parts of the African continent meet the equatorial Africa. Lying between latitude 4°20′ and 14°00′ north and longitudes 2°20′ and 14°30′. Nigeria's area of over 356,669 square miles is entirely within the tropical zone extending northward from the coastline for over 650 miles. Its population of over 55 million is by far the largest in Africa.
The total area is made up as follows:

North-Western State	65,004	sq	miles
North-Central State	26,949	,,	,,
Kano State	16,630	,,	,,
North-Eastern State	120,854	,,	,,
Benue-Plateau State	41,844	,,	,,
Kwara State	28,672	,,	,,
Lagos State	5,747	,,	,,
Mid-Western State	15,344	,,	,,
Western State	29,100	,,	,,
East-Central State	8,746	,,	,,
South-Eastern State	13,730	,,	,,
Rivers State	7,008	,,	,,

Nigeria is bounded on the north by the Federal Republic of Niger, on the west by Dahomey and on the east by the Federal Republic of Cameroun and by Chad. The Atlantic Ocean, known variously along the West Coast as the Gulf of Guinea, the Bight of Benin and the Bight of Biafra washes the coastline for some 500 miles.

Topography

Nigeria is divided into three major and unequal geographical sectors by the River Niger and its main tributary the River Benue. The Niger rises from the Futa Jalon highlands on the borders of Sierra Leone, and runs through Nigeria from north-west to south, a distance of about 730 miles. Before it empties into the Atlantic Ocean, it breaks into a network of creeks and waterways to form the Niger Delta.

The Benue has the source in the Cameroun mountains bordering Adamawa Province in north-east Nigeria and joins the Niger at Lokoja—a distance of about 495 miles. Other important rivers in Nigeria are the Benin and Forcados rivers in Mid-Western Nigeria and the Cross River in South-Eastern State.

Soil and Vegetation

Almost unbroken sandy beaches stretch along the coast. The mouths of those rivers which do break through are masked by an apparently solid wall of green mangrove. But behind this seeming barrier, calm lagoons extend from the western boarder into the great Niger Delta where they break up into a network of creeks and waterways that provide valuable means of communication through this part of the country.

Inland from the coastline the tropical rain forest takes over to a depth of between 60 and 100 miles northward: The oil palm is found in profusion but there is much valuable commercial timber and in the West, excellent cocoa growing areas. Nowhere in this area is there any high ground until the northern limits of the forest are reached and the vegetation takes on the character of Guinea savannah with high forest in the river valleys. Low hills occur in the West reaching 2,000 feet at the highest points between the forest and the Niger River Valley.

Beyond the valleys of the Niger and Benue rivers, park-line savannah predominates until it merges into Sudan savannah over the northern border

A conspicuous feature of the northern part of the country is the great plateau which rises as a steep escarpment from the riverain plains of the Niger-Benue to an average height of 2,000 feet with ranges of hills between 5,000 and 6,000 feet in the Shere Hills around Jos.

Climate

The climate is t. ical with some variation mainly due to differences in latitude topography .d vegetation, between the south which is hot and wet, and the north which is hot and dry. In general there are two seasons: a wetseason from April or May to November when the prevailing monsoon winds blow from the south-west; and a dry season from December to March, when the harmattan blows from the north-east.

The Southern States have a warm climate with relatively high humidity for most of the year, although cooler conditions with a lower humidity exist in the north-west of the Western and Mid-Western States and north of Enugu in the East-Central State. Most of Northern States have a hot, dry climate, although temperatures drop during January and February due to the cooling effects of the harmattan. The Plateau area is cooler throughout the year than the rest of the Northern States.

Temperatures

Temperatures at the coast vary from 70° to 90°F and humidity is high. In the north, the climate is drier and extremes of temperature are more common from October to April—sometimes reaching as high as 110°F The lowest temperature is 50°F, and this often occurs at night.

THE PEOPLE OF THE REPUBLIC

THE main source of statistics on the size and the characteristics of the population of Nigeria is the decennial census. The first census covering the country was conducted in 1911. Separate arrangements were made to enumerate the Southern Provinces, and for the enumeration of the Northern Provinces the count was organised from Government House, Zungeru.

The total population then was 15,966,380 (Natives) made up of:

(i) Colony and Protectorate of Southern Nigeria 7,855,749.

(ii) Northern Provinces: 8,110,631.

After the unification of the Northern and the Southern Provinces in 1914, an Ordinance was presented on the 25th of October, 1917 to make provisions for taking the census of Nigeria. The census of 1921 which was conducted separately for the North and the South (including the Trust Territory of Southern Camerouns which had become a part of Nigeria) was conducted under provisions of the Ordinance of 1917.

The return for the 1921 census including Camerouns Trust Territory was:—

(i)	Northern Provinces:	9,994,515
(ii)	Northern Camerouns:	261,663
(iii)	Southern Provinces:	8,069,406
(iv)	Southern Camerouns:	299,106
All Nigeria:		18,624,690

The count of 1931 was planned in a big way but ran into trouble because of lack of funds and personnel (economic depression). There was serious rioting in parts of Eastern Nigeria when women thought that the purpose of the census was to get information to enable the Government levy taxes on them. The census in 1931 was a mere compilation of records available to the administration and after adjustments for births and deaths tax returns etc., the total population was 19,922,729 distributed as follows:-

(i)	Northern Provinces:	11,010,668
(ii)	Northern Camerouns:	422,431
(iii)	Southern Provinces:	8,115,034
(iv)	Southern Camerouns:	374,596

During the Second World War there was no census in 1941. Between 1950—53 there was a count of the people spread over two years.

The total population of Nigeria was distributed as follows:

(i)	Northern Nigeria: (1952)	17,007,337
(ii)	Western Nigeria: (1952)	4,595,801
(iii)	Eastern Nigeria: (1952)	7,217,829
(iv)	Lagos (1952)	272,000
All Nigeria (excluding Camerouns)		29,093,007

The most regent census was that conducted from November 5th—8th, 1963 and the Tables below show the distribution and density of population within the various administrative units within the Federation.

STATE	Population	Area in Sq. Miles	Persons Per Sq. Mile
NORTH-WESTERN	5,733,296	65,004	88
NORTH-CENTRAL	4,098,305	26,949	158
KANO	5,774,842	16,630	339
NORTH-EASTERN	7,815,443	120,854	78
BENUE-PLATEAU	4,009,408	41,844	95
KWARA	2,406,265	28,672	82
LAGOS	1,433,567	5,747	251
WESTERN	9,487,526	29,100	239
MID-WESTERN	2,535,839	15,344	168
EAST CENTRAL	7,469,000	8,746	711
SOUTH-EASTERN	4,626,317	13,730	263
RIVERS	1,544,314	7,008	233

POPULATION BY STATES AND DIVISIONS

STATES & DIVISIONS	POPULATION 1952	POPULATION 1963
EAST CENTRAL STATE		
AWGU DIVISION	150,887	212,805
AWKA „	295,099	694,396
NSUKKA „	449,367	689,353
ONITSHA „	466,348	797,386
UDI „	407,389	549,543
ABAKALIKI DIVISION	472,891	627,589
AFIKPO DIVISION	246,827	376,139
ABA DIVISION	396,217	541,968
BENDE „	322,258	427,867
OKIGWI „	442,751	743,832
ORLU „	356,282	665,665
OWERRI „	560,895	901,016

POPULATION BY STATES AND DIVISIONS

STATES & DIVISIONS	POPULATION 1952	POPULATION 1963
RIVERS STATE		
AHOADA DIVISION	286,258	506,576
BRASS „	126,968	309,715
DEGEMA „	117,937	400,741
OGONI „	156,723	231,513
PORT HARCOURT DIVISION	59,512	95,768
SOUTH-EASTERN STATE		
ABAK DIVISION	233,383	355,724
CALABAR „	140,975	267,015
EKET „	238,786	765,162
ENYONG „	175,885	271,673
IKOT EKPENE DIVISION	282,771	440,082
OPOBO DIVISION	172,091	405,191
UYO „	296,719	518,939
IKOM DIVISION	45,774	69,797
OBUBRA „	109,874	241,706
OGOJA „	206,962	287,302
MID-WESTERN STATE		
ASABA DIVISION	212,437	315,998
BENIN „	292,248	429,907
ISHAN „	192,220	270,903
AFENMAI (KUKURUKU)	204,245	338,178
ABOH DIVISION	130,127	178,154
SAPELE TOWNSHIP	33,638	61,007
WARRI DIVISION	34,758	89,806
WARRI TOWNSHIP	19,526	55,254
WESTERN IJAW DIVISION	82,809	231,746
URHOBO DIVISION	289,677	564,886
LAGOS STATE		
BADAGRY DIVISION	65,606	122,159
EPE „	59,947	130,396
IKEJA „	112,879	525,767
IKORODU „	—	—
LAGOS TERRITORY	271,800	665,246

POPULATION BY STATES AND DIVISIONS

STATE & DIVISIONS	POPULATION 1952	POPULATION 1963
NORTH-EASTERN STATE		
ADAMAWA DIVISION	304,044	703,365
MURI „	260,280	599,270
NUMAN „	121,404	282,655
BEDDE DIVISION	45,064	94,343
BIU „	164,621	270,810
BORNU „	1,005,775	1,971,870
POTISKUM DIVISION	114,632	221,256
DIKWA DIVISION	189,381	295,274
BAUCHI „	512,209	895,412
GOMBE „	476,844	841,217
KATAGUM „	434,386	739,700
GWOZA DIVISION	78,821	69,580
ADAMAWA	237,846	808,691
BENUE-PLATEAU STATE		
IDOMA DIVISION	318,821	497,953
LAFIA „	131,556	289,659
NASARAWA „	162,303	324,517
TIV „	718,619	1,244,185
WUKARI „	136,673	285,646
JOS DIVISION	254,494	457,760
PANKSHIN DIVISION	279,048	272,637
SHENDAM (LOWLAND)	194,208	359,193
SOUTH DIV. (AKWANGA)	98,174	177,858
JOS TOWNSHIP	6,945	—
KWARA STATE		
BORGU DIVISION	75,740	106,991
ILORIN „	398,569	901,416
LAFIAGI „	55,580	110,815
IGALA DIVISION	361,119	684,880
IGBIRRA „	156,755	325,273
KABBA „	110,281	180,037
KOTON KARFE (KWARA)	33,232	89,953

POPULATION BY STATES AND DIVISIONS

STATE & DIVISIONS	POPULATION 1952	POPULATION 1963
KANO STATE		
KANO DIVISION	2,973,350	4,958,396
NORTHERN DIV.	242,008	816,446
NORTH-WESTERN STATE		
ABUJA INCL. LAPAI (EMIR)	101,429	
BIDA DIVISION	221,497	141,124
KONTAGORA DIVISION	250,747	437,246
MINNA DIVISION	141,682	458,396
ARGUNGU DIVISION	170,613	361,761
GWANDU DIVISION	488,936	293,986
SOKOTO DIVISION	2,020,517	847,765
		3,193,019
NORTH-CENTRAL STATE		
ZARIA DIVISION	798,564	
KADUNA TOWNSHIP	6,095	1,183,090
JEMA'A DIVISION	64,969	149,910
KATSINA DIVISION	1,483,484	220,300
		2,545,005
WESTERN STATE		
EGBA DIVISION	393,973	629,565
EGBADO ,,	236,048	345,321
IBADAN DIVISION	797,931	1,258,625
OSHUN ,,	853,137	2,068,022
IJEBU DIVISION	248,647	240,355
IJEBU-REMO DIVISION	99,420	155,725
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CITIES AND TOWNS

LAGOS: The Federal capital, covers an area of about 27 square miles which include the islands of Lagos, Victoria and Iddo and the adjacent areas of Ebute Metta, Yaba, Surulere and Apapa on the mainland. The population is over 700,000.

From the low lying mudbank which it was at the time of its founding, Lagos has developed rapidly in recent times, and has justly been called the fastest growing city in Africa. The vast number of new buildings under construction is but one sign of the urgent vitality which the visitor will notice as he passes through the streets of Lagos. The flow of people and traffic is ceaseless. There is a multitude of shops, stores, banks; petrol stations never seem to have an idle movement. This is repeated, in varying degrees in some of the other main towns.

KANO: Capital of Kano State, with its big international airport, is situated on Africa's crossroads, just as it had been in the past. For centuries the large market in the city was the commercial centre of the Western Sudan, and the destination and starting point of the great caravans which traversed West Africa in all directions. Today, Kano is a vital industrial centre, where the old and the new stand side by side in fascinating contrast.

SOKOTO: Capital of the North-Western State was founded by Sultan Bello during the life time of his father Shehu Usman Dan Fodio and is the home of the Sultan, "Sarkin Musulmi" spiritual head of all moslems in what is known as the Western Sudan. Sokoto is another educational and commercial centre of the Northern States. It has a direct internal air connection with Kano and Gusau.

JOS: Capital of the Benue-Plateau State is a pleasant holiday town situated on a plateau. It has a mild climate which has made it a favourite resort of Europeans who wish to escape temporarily from the hot weather in the other parts of the country. The tin mines in the country are situated around Jos.

ILORIN: A town with predominantly moslem population of about 209,000 is the capital of Kwara State. The town has a thriving industry in matches manufacture and sugar industry. Local inhabitants engage in cloth weaving and pottery-making.

KADUNA: Capital of the North-Central State is a major industrial centre. It is also one of the largest towns in the country and has an airport and railway station. It was the original capital of Northern States, a beautifully designed administrative town which is fast growing into a major industrial centre.

ENUGU: In the South of the country is a coal mining town and has the largest coal field in tropical Africa. And as the capital of the East Central State it is a beautiful, well developed town with modern offices and residential buildings as well as good roads.

PORT HARCOURT: Is the capital of the Rivers State and is the second largest port in the country. Its importance has increased both as a port and industrial town since the establishment of an oil industry there. It has an oil refinery which was built at a cost of 3 million pounds.

CALABAR: Is a town rich in culture. Both singers and dancers from the town have won acclaim in art festivals throughout the country. Apart from her rich cultural heritage, Calabar is a rapidly developing industrial town. It has a bright industrial future as the capital of the South-Eastern State. The town has a port and an airport.

BENIN: Is the capital of Mid-Western State and is famous as the centre of an ancient civilisation. Today, it is regarded as a major art town rich in art treasure and artists. The town has produced a large number of artists and sculptors in the country.

MAIDUGURI: Is the capital of the North Eastern-State. With a population of 139,000 it has grown up to become the premier town of Bornu.

The town has fairly good road connections with other parts of the Northern States, and it is a growing commercial centre serving a vast area as the only main market and administrative centre.

IBADAN: Is the capital of the Western State with a population of over a million, is Nigeria's leading university town, and the largest indigenous African town.

It is located in the heart of the cocoa producing area of the Western State of Nigeria. It is 88 miles to Lagos by road and 120 miles by rail. The fact that it is linked to all parts of the Western State by roads account for the dominant position in distributive trade.

Its growing industries include the large Nigeria Tobacco Company's factory, the Nigerian Plastics Factory and the Coca Cola factory.

SAPELE: In the Mid-West State is located close to one of the most wooded areas in Africa, and is therefore the centre of the timber industry in Nigeria Its port handles more than fifty per cent by volume of all timber products exported from Nigeria.

The town is growing rapidly because of employment opportunities provided by the United Africa Timber Company.

ONITSHA: in the East Central State is popular for its market which is by far the largest and most modern in Nigeria. The market with a total of over 3,000 stalls was built in 1955 at a cost of about £530,000 and occupies a site of fifteen acres.

The market attracts traders from all parts of the country because of the low prices of its commodities and the wide range of goods on sale. The Market was destroyed during the Nigerian civil war, and it is now being reconstructed.

BADAGRY: in Lagos State was founded in the eighteenth century by Popo refugees who had been forced into the creek by the Fons of Dahomey. Badagry has direct contact by road with Lagos and the rest of the country. It is a small coastal town located on the north bank of the main lagoon.

It was favourably located to handle the trade in slaves which during its first hundred years of existence dominated all other economic activities in the town and environs.

BAUCHI: in the North-Eastern State has a pleasant climate. It is a seat of learning with a magnificent Teacher Training College which helps to provide the much needed training staff for the schools in the state. Bauchi is also the pioneer Rural Education Centre of the State. The supply of electricity coupled with the Bornu Railway Extension which passes through the town makes it a fast developing commercial and industrial centre.

ZARIA: in the North-Central State is the seat of education for the Northern States, the Ahmadu Bello University and other institutions of higher learning are located there. Apart from education, Zaria is an ancient town famous for its chimney factories which extract seeds from cotton buds. It is also situated at the junction of railway lines that run to Nguru and Kaura Namoda.

OGBOMOSHO: an important market centre in the Western State with a population of over 139,000 is the second largest town in the Western State. It is 70 miles from Ibadan.

IFE: in the Western State has always been regarded as the spiritual capital of the Yoruba people. It is world famous for art treasures and more recently for the new university that was built there.

ABEOKUTA: in the Western State provides some of the best tourist attractions in the country. The best known of which are the Olumo Rocks and native cloth dyers.

ABA: Before the war, was not only a major town in the East Central State but also one of its most rapidly developing industrial centres.

BIDA: in the North-Western State is very important for its skills. No one knows for certain how the technique of glass manufacturing was brought to Bida. The cottage industries of the Emirate are famous all over Nigeria. They include glass beads and bangles, hat and mat-making, brasswork, rope-making, embroidery and dyeing and beads-polishing. The Emir of Bida is a first class chief. He was one of the fourteen flag bearers who were given their flags of office by Shehu Usman Dan Fodio.

MAKURDI: was until the new administrative reforms of 1968, the administrative capital of the Benue Province. The railway lines from Kaduna and the mining areas of Jos run through Makurdi to the East, and across the Benue by a fine bridge which was completed in 1932. There is an airport, and a network of roads leadinga to and from Makurdi.

OTURKPO: the divisional headquarter of the Idomas, lies south of Makurdi. It is situated on the main railway line from the East to the North and the West. Modern amenities at present available include a post secondary school, and a General Hospital. Electricity became available in 1964.

KONTAGORA: in the North-Western State was founded late during the Fulani wars by Umaru Nagwamatse, a slave raiding adventurer-son of a Sultan of Sokoto, and was the first ruler there. It was during the reign of Umaru's son. Ibrahim that the British captured the town.

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Game of great variety, including elephants and lions roam the thick and unpopulated savannah south of Kontagora, and a family of roan antelopes or waterbucks is not an uncommon sight.

WARRI: was founded towards the end of the fifteenth century when an ousted Benin prince (named Ginuwa) and his followers settled at a place later known as Ode Itsekiri or Big Warri, a few miles from the present town. The emigrants met an aboriginal people, a branch of the Yorubas, with whom they intermarried, forming a new tribe which spoke a dialect of Yoruba modified by Benin influence and known as Itsekiri. It has for long been a centre of trade and the administrative headquarters of the Warri division. At present Warri's main importance is as a port serving not only the Delta Province but large areas along the Rivers Niger and Benue and even the Republic of Cameroun through Garna.

JEBBA: is also rapidly becoming an industrial centre. Just before the first bridge at Jebba, on a hillside, lies the paper mill. Jebba bridge, although built in the early part of this century remains one of the great engineering feats of present day Nigeria. A ride over the two bridges gives a wonderful sight of the River Niger and its surrounding.

PATEGI: annually there is a festival held at Pategi in Kwara State known as Pategi Regatta. It is an interesting festival combining fishing and swimming competitions. The regatta has become very popular. It is an occasion for presenting the latest local fashions and colourful dresses. The regatta has been watched in the past by many distinguished personalities both from within and outside the country.

ARGUNGU: in the North Western State is 63 miles south of Sokoto. Annually there is a fishing and cultural festival which provides a gigantic tourist attraction. The fishing show which is the climax of the whole festival is one of Nigeria's oldest surviving festivals. Other interesting events are Kabanci displays, wild duck catching, agricultural fair, cultural exhibition, Kaburu traditional instruments, and traditional wrestling and boxing.

LOKOJA: is about 395 miles north East of Lagos. It is situated at the confluence of the two large Nigerian rivers, the Niger and Benue. It is an impressive site to see where the two rivers meet with the different colouring of their waters. The town offers historical materials that should be of interest to tourists.

KAINJI: offers one of the best tourist attractions in Nigeria. Its £85 million dam is one of the largest in the world. With a height of about 235 feet and an approximate length of five miles, the dam sits like a mountain range across the River Niger south of the Kainji Island.

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General Survey of the Government

The provisions of a written constitution under which Nigeria gained her independence provided for a federal system of government, a Governor General, a Federal Parliament and three Regional Governments. When Nigeria became a Republic in October 1, 1963, the Governor-General was replaced by a President, elected for a five-year term through an electoral college of members of the Senate and House of Representatives.

There had been a number of different constitutions in Nigeria since Lagos was first occupied in 1861, but it was not until the Niger Coast Protectorate came into being in 1893 that there was any real government.

The Royal Niger Company, which took over the administration of the Niger and Benue valleys was superseded in 1900 by the protectorate of Northern Nigeria, and at the same time the Protectorate of Southern Nigeria took the place of the Niger Coast protectorate. In 1906 the Colony and Protectorate of Lagos became part of Southern Nigeria. In 1914, the Northern and Southern Protectorates were amalgamated and Lord Lugard became the first Governor-General of Nigeria. From then until 1922 there was a Nigerian Council and a Lagos Legislative Council, these were merged in the Legislative Council of 1923, and a separate Town Council was set up for Lagos.

The Legislative Council did not legislate for the Northern Provinces until a new constitution was introduced in 1946, which provided for a central legislature for the whole of Nigeria and three regional Houses of Assembly one for each group of Provinces, having advisory powers only in regard to impending legislation.

The next constitution, which came into effect in 1952, afforded increased regional autonomy and extended to Nigerians a fuller share in shaping policy and in the direction of executive government action.

The desire for greater regional autonomy and the need for a more precise definition of functions as between the Centre and the Regions made it apparent that yet another constitution was required and conferences where held in London in 1953 and in Lagos in 1954 under the chairmanship of the Secretary of State for the Colonies.

As a result of these conferences a new constitution which is the basis of the present one came into force on 1st October 1954, Nigeria became a Federation consisting of five component parts; the Northern, Eastern

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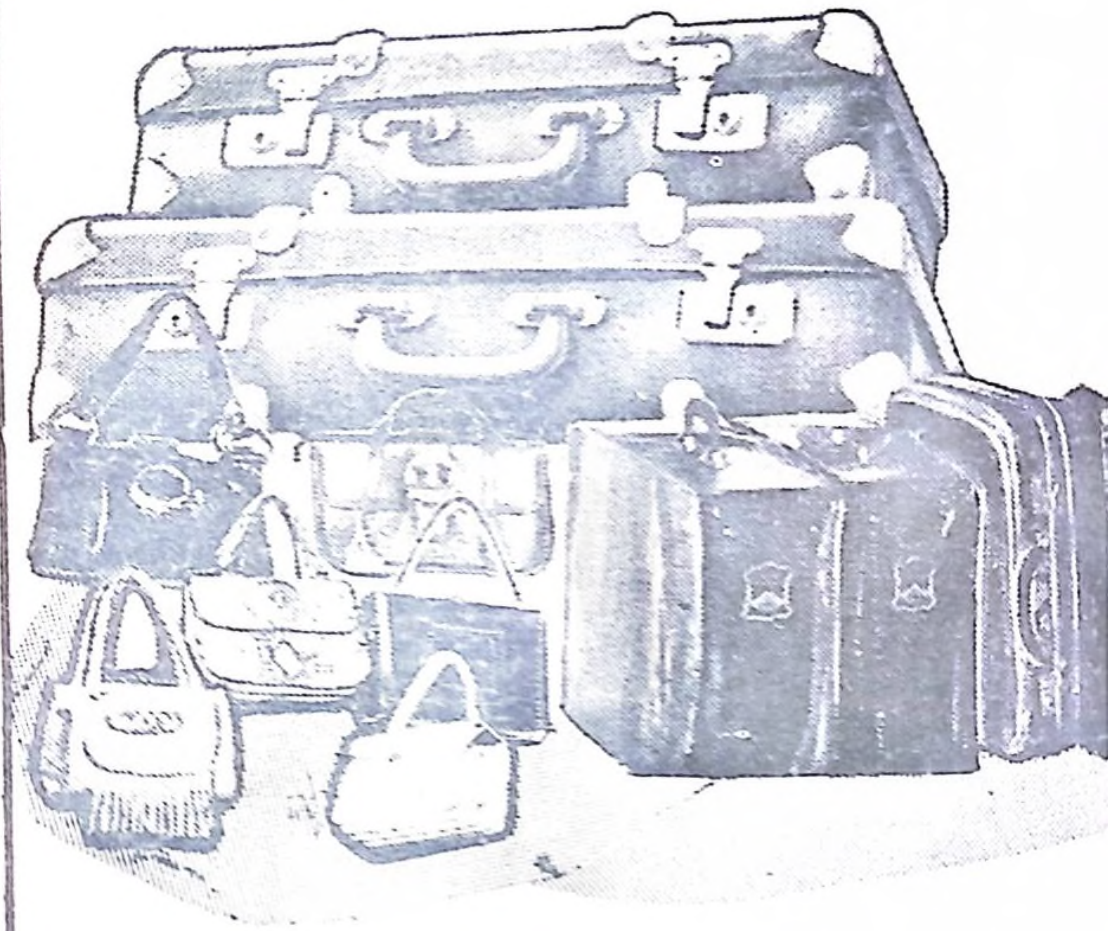

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and Western Regions, the Federal territory of Lagos and the quasi-Federal territory of the Southern Cameroons now part of the Republic of Cameroun.

At a further conference held in London in 1957, arrangements were completed to enable the Western and Eastern Regions to become self-governing later in the same year. It was also then decided that a second chamber to be known as the House of Chiefs should be set up in the Eastern Region (the legislatures in the North and West were already bicameral) and that after the disolution of the House of Representatives towards the end of 1959, there should be two legislative houses of the Federation, the House of Representatives was to be enlarged to consist of three hundred and twenty members elected on the basis of one member for approximately each hundred-thousand of the population.

In September and October, 1958, the Constitutional Conference resumed once more in London where it was agreed that the Northern region should become self-governing in March, 1959. Her Majesty's Government also agreed that if a resolution was passed by the new Federal Parliament early in 1960 asking for independence Her majesty's Government would agree to that resolution and would introduce a bill to enable the country become independent on the 1st October, 1960.

Elections to the new House of Representatives were held in December 1959. At the first meeting of the Federal Legislature in January, 1960, both Houses unanimously passed the resolution calling for independence referred to above. Her Majesty's Government in pursuance of the undertaking previously given, introduced the required Bill in Parliament. The Nigerian (Constitution) Order in Council, 1960, was passed on the 12th September, 1960, and Nigeria became an independent and sovereign nation with effect from that date.

Under the 1960 constitution, upheld in the Republican Constitution, there was an "exclusive list" whereby the Federal Government retain sole power in a number of fields including external affairs, aviation, banks, census, maritime shipping, mines and minerals, defence, Posts and telegraphs, trunk roads and railways; and a "concurrent list" of matters falling within the provinces of both the Federal and Regional Governments. All other subjects were the sole responsibility of Regional Governments. Federal Law was superior in case of dispute.

Federal Government

Under this constitution the Government consisted of a Council of Ministers presided over by the Prime Minister, a Senate or Upper House, and a House of Representatives. Executive powers were vested in the Council of Ministers and legislative powers in the Senate and the House.

The Prime Minister was appointed by the President as being the person most likely to command the support of the majority of the members of the House of Representatives.

The Council of Ministers, over which the Prime Minister presided, comprised members nominated by him from the Senate or the House of Representatives.

The Senate or Upper House consisted of 13 members from each Region, four special members, four members from the Federal Territory of Lagos and those members of the Council of Ministers who were members of the House of Representatives.

The House of Representatives comprised 312 members elected from single member constituencies by simple majority vote on the basis of universal adult suffrage except in the Northern Region where only adult males were enfranchised. The 312 constituencies were (1964) distributed as follows: North 167, East 70, West 57, Mid-West 14, and Lagos 4.

Regional Government

The Regions had similar constitutions, each with a Governor, and with executive power in the hands of an Executive Council presided over

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by a Premier and legislative power vested in a House of Chiefs, or Upper House and two Houses of Assembly.

Military Government

On 16th January, 1966, the Armed Forces, following a coup d'etat, suspended the office of President, the Prime Minister and Parliament and vested legislative and executive powers in the Federal Military Government comprising a Supreme Military Council and a Federal Executive Council.

The Federal Military Government decreed the setting up of a military government in each of the regions, which were responsible to the Federal Military Government. This decree also suspended the offices of Regional Governors, Premiers, and Executive Councils but provided, in general, for the continuance in office of the Judiciary, the Civil Service, the Nigeria Police Force and the Special Constabulary, Local Government and Native Authority Police were placed under the control of the Inspector-General of Police. The Council of ministers was also suspended on 16th January, but the Ministries somewhat reorganised continued to function under their respective Permanent Secretaries.

Following the January 1966 coup, the late Major-General Johnson-Aguiyi-Ironsi assumed command as Supreme Commander of the Armed Forces of Nigeria. He was succeeded, on August 1, 1967 by General Yakubu Gowon.

On 17th March, 1967, the Government issued the Constitution (Suppression and Modification) Decree 1967. This decree replaced former Constitutional Decrees which had been in force since promulgation, 17th January, 1966 and provided for the vesting of all legislative and executive powers in a Supreme Military Council. It also provided for the abolition of the post of Supreme Commander of the Armed Forces and re-styling of the Head of the Federal Military Government as Chairman of the Supreme Military Council.

On 27th May, the Supreme Military Council issued a decree which created 12 states out of the four existing Regions.

Three days later, on May 31st, 1967, Emeka Ojukwu announced that the territory comprising the former Eastern Region had decided to secede from the Federation. He named his dream empire "Biafra". As a result of this event, civil war broke out.

After 30 agonising months the battle for unity was won on 12 January, 1970. Ojukwu fled to the Ivory Coast and the leaders of the former secessionist regime called a halt to the fighting and agreed to renounce seccession and accept the new 12-state structure of the country.

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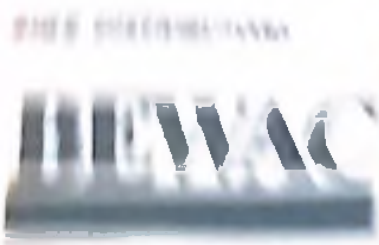

Summary

In the first Republic (1963–66), the President was Head of the State, and Parliament comprised the Presidency, the Senate (Upper House) and the House of Representatives (Lower House).

Executive power was vested in the Prime Minister and his Cabinet—all of whom were members of, and responsible to Parliament. Each of the four Regions had a bicameral legislature: a House of Chiefs (Upper House) and a House of Assembly (Lower House). The Premiers were the Chief Executives in the Regions, while Regional Governors were the ceremonial Heads.

In the second Republic, the administration is vested in the Federal Military Government consisting of the following two major organs: (*i*) The Supreme Military Council and (*ii*) The Federal Executive Council consisting of both Armed Forces Personnel and civilians. The Head of the Federal Military Government and Commander-in-Chief of the Armed Forces, General Yakubu Gowon is the Chairman of both Councils.

Civilian members of the Council are allocated departmental responsibilities.

The Supreme Military Council comprises:

Head of the Federal Military Government and Commander-in-Chief of the Armed Forces.
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Chief of Staff, Nigerian Armed Forces
Head of the Nigerian Navy
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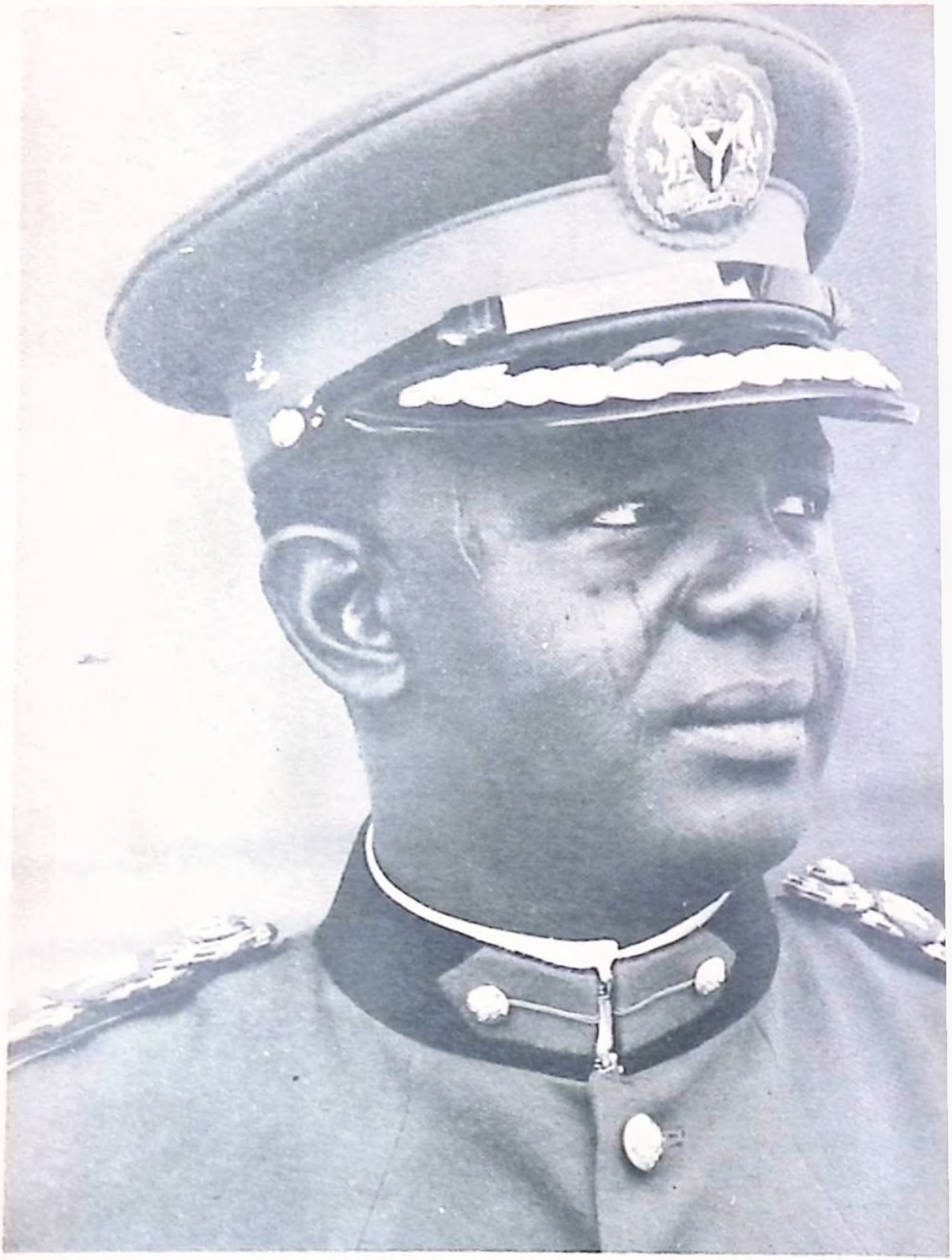

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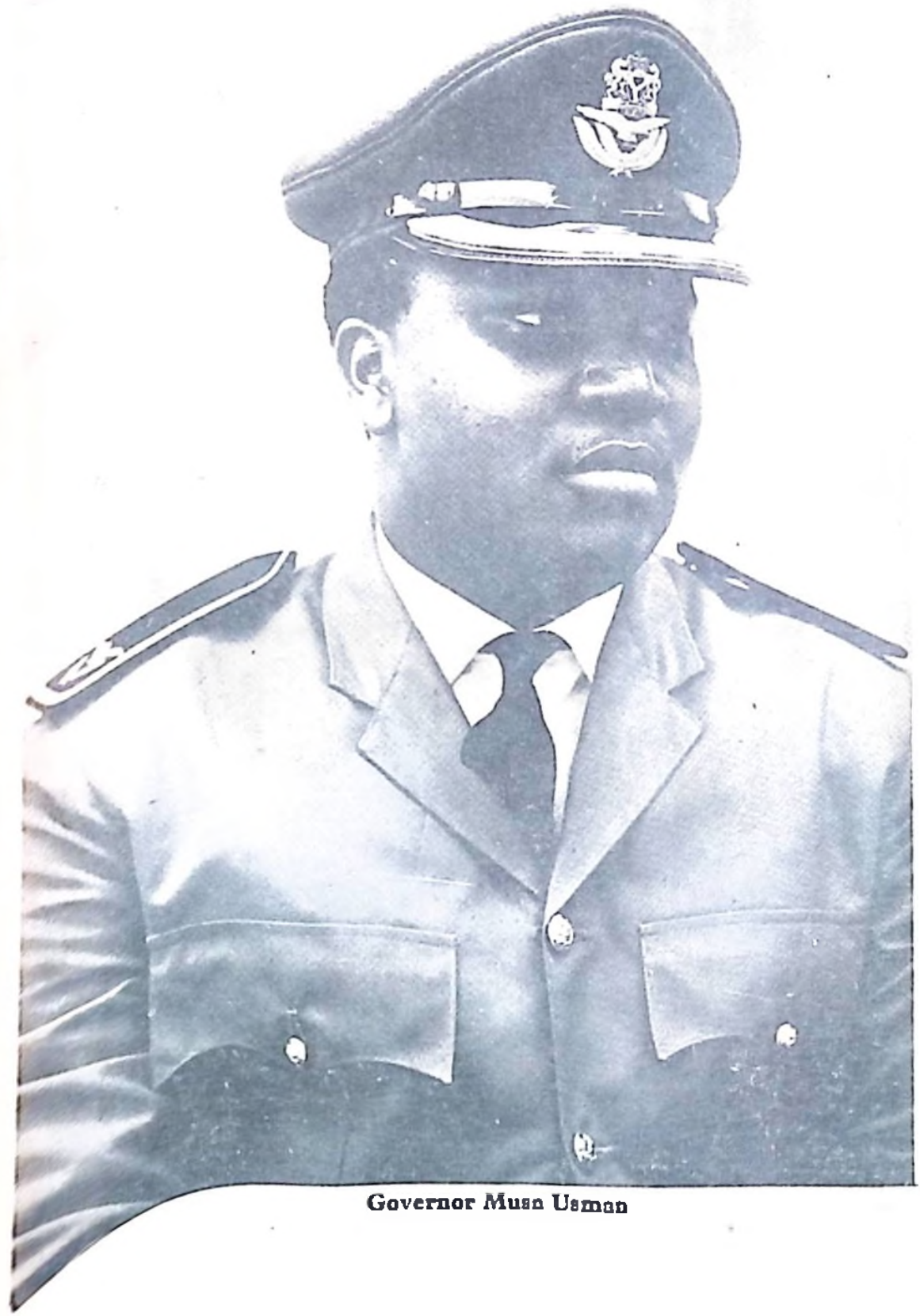

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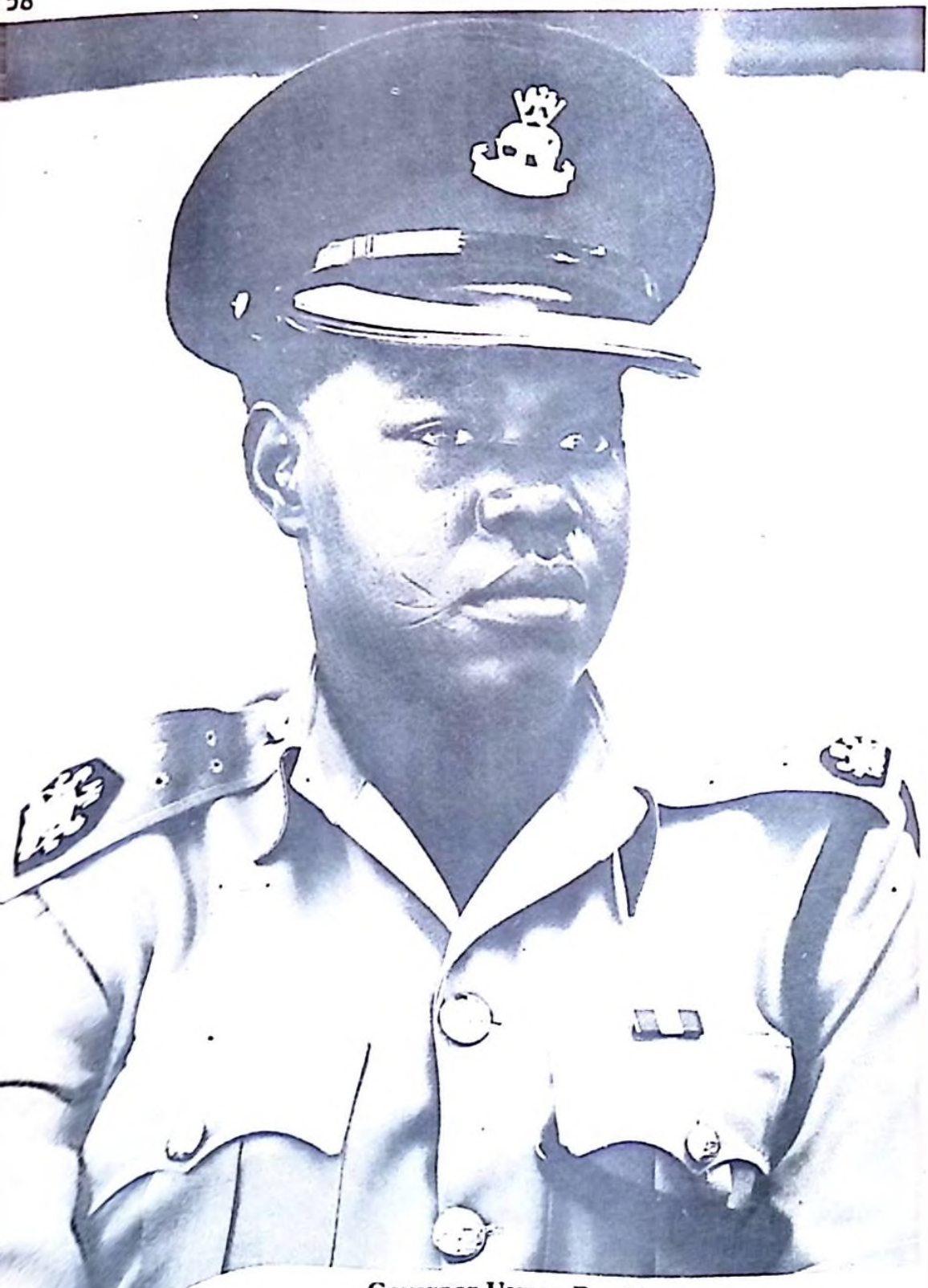

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or U. J. Esuene

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THE 2ND NATIONAL DEVELOPMENT PLAN (1970—74): SUMMARY

(Central Bank Annual Report and Statement of Accounts for the Year ended 31 December, 1970)

The Second National Development Plan 1970–74)) was formally launched in October 1970. The Plan is concerned with the reconstruction and development of the economy. The policy framework and the programme contained in the Plan are summarised below.

Objectives and priorities

The principal objectives of the Plan "are to establish Nigeria firmly as: a united, strong and self-reliant nation; a great and dynamic economy; a just and egalitarian society; a land of bright and full opportunities for all citizens; and a free and democratic society." The highest priorities are accorded to agriculture, industry, transportation and manpower development, although, at the state level, marginal adjustments are made "to accommodate differences in the stages of development and in the varying ecological and social conditions." In selecting programme and projects in the various sectors of the Plan, priority is given to repairing the damage caused by the war.

Gross domestic product

The basic economic objective of the Plan is the achievement of a minimum average rate of growth of 6.6 per cent per annum in the Gross Domestic product (G.D.P.). Generally, however, it is hoped to achieve a rate of growth of per capita output sufficiently high to bring about a doubling of real income per head before 1985. The projected growth rate of 6.6. per cent in the Plan is expected to be achieved by a combination of more intensive capacity utilisation and an increasing rate of capital formation. The two sectors that are projected to grow fastest during the Plan period are mining and manufacturing. The projected average growth rate of 40 per cent in the mining sector reflects the vigour of post-war revival in petroleum production. Agriculture is estimated to grow at an average of about 2.4 per cent per annum during the four-year period. Although the absolute contribution of agriculture and allied products to the G.D.P. is not expected to decline, the declining trend of their relative share, which had been evident in the 1960's is expected to become more marked in the 1970's. This is due partly to the anticipated lower level of agricultural prices relative to the changing price levels in other sectors. The mining and manufacturing sectors, on the other hand, are expected to increase their shares of the G.D.P.

The external sector

The Plan takes cognizance of the existence of a large external sector with a serious foreign exchange pressure in a period of post-war reconstruction. Careful attention is therefore given to the projection of the balance of payments. It is expected that, in general, increases in the overall volume of non-oil commodity exports will just be adequate to contain the expected falls in price, thereby leaving probable export earnings from such exports a little better than stagnant. The value of non-oil exports is projected to increase at an average of 3.2 per cent per annum during the Plan period. The major staple export commodities—cocoa, groundnuts and palm produce—are expected to account for about 70 per cent of the projected total non-oil export earnings. The value of oil exports, on the other hand, is projected to increase at an average of 13.6 per cent per annum and to account for 61 per cent of total exports during the period.

A high rate of increase in imports has been projected in the Plan, in view of the need for some relaxation of wartime controls and the high level of pent-up demand. However, capital goods are expected not only to constitute the largest class of the total, but also to account for an increasingly larger proportion.

Overall, a deficit of £N181.0 million on the goods and services account has been projected. With a net inflow of about £N30.0 million was unrequited transfers and balance on capital account, the foreign exchange gap during the Plan period is expected to be £N151.0 million. Debt servicing expenditure during the period is estimated at £N68.5 million, bringing the net foreign exchange contribution to the public sector down to about £N82.5 million.

Planned expenditure

Planned expenditure during the period amounts to about £N1,596 million. Net public sector expenditure is estimated at about £N780 million or 49 per cent of the total and that of the private sector at about £N816. About £N564 million or 35 per cent of the total expenditure is expected to be financed through external capital inflow.

Public sector

The total nominal public sector planned expenditure is estimated at £N1,025.4 million. (*See* Table 1). The "economic" sector accounts for £N580.8 million or 56.7 per cent of the total. The "social" and "administrative" sectors account for £N286.4 million (27.9 per cent) and £N48.8 million (14.5 per cent), respectively. The balance of £N9.5 million (0.9 per cent) is for the financial" sector.

At 23.7 per cent of the total public sector programme, "transport" is the biggest single sector in the programme. This was necessitated by the extent of deterioration in the sector due to insufficient maintenance and actual physical obstruction during the war.

TABLE 1

TOTAL PUBLIC SECTOR CAPITAL INVESTMENT 1970–74

(£N's million)

Sector	*Federal Government*	*State Governments*	*Total*	*Percentage of nominal total*
Economic	**353.5**	**227.3**	**580.8**	**56.7**
Agriculture	30.8	76.8	107.7	10.5
Livestock, forestry and fishing	3.2	21.8	25.0	2.4
Mining	2.6	—	2.6	0.3
Industry	40.8	45.3	86.1	8.4
Commerce and finance ...	11.0	7.9	18.9	1.8
Fuel and power	45.3	—	45.3	4.4
Transport	167.1	75.6	242.6	23.7
Communications	42.6	—	42.6	4.2
Reconstruction and rehabilitation	10.0	—	10.0	1.0
Social	**72.3**	**214.1**	**286.4**	**27.9**
Education	49.1	89.8	138.9	13.5
Health	10.1	43.7	53.8	5.2
Information	4.8	6.1	10.9	1.1
Labour and social welfare ...	3.0	9.0	12.0	1.2
Town and country planning...	5.3	13.8	19.1	1.9
Water and sewerage ...	—	51.7	51.7	5.0
Administration	**119.8**	**28.9**	**148.8**	**14.5**
General administration ...	23.4	28.9	52.4	5.1
Defence and security ...	96.4	—	96.4	9.4
Financial	**9.5**	—	**9.5**	**0.9**
Financial obligations ...	9.5	—	9.5	0.9
NOMINAL TOTAL ...	550.0	470.3	1,025.5	100.0

Source: Adapted from Federal Republic of Nigeria, **Second National Development Plan 1970–74** (Lagos: Federal Ministry of Information, Printing Division, 1970).

1 Marketing board commodities, as measured by purchases, and non-marketing board commodities as measured by exports.

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ROD

The choice of investment strategy in respect of agriculture—which accounts for 10.5 per cent of total investment—has been influenced by the general problem of low productivity caused, among other things, by poor techniques and inadequate infrastructural facilities. Some of the objectives of agricultural policy during the plan period will therefore be to ensure food supplies in adequate quantity and quality, to expand the production of export crops, to increase the production of agricultural materials for domestic manufacturing activities and to create rural employment opportunities.

One primary objective of the industrial investment programme is to raise the contribution of the industrial sector to the national product. This implies substantial investment in the sector especially if the 15 per cent growth rate recorded for the sector in the recent past is to be sustained. The Government intends to bring under effective direct public sector control certain industries which are basic and of strategic importance to the economy.

Net of transfers and probable spill-over, the total public sector investment programme amounts to £N780.0 million. The Budget surplus of the federal and state governments is expected to finance about 58 per cent of the total public sector planned expenditure. (*See* Table 2). About 20 per cent is expected to be raised from external sources. This contrasts sharply with the projected foreign exchange component of about 50 per cent in the 1962–68 Plan.

Private sector

The need to take full account of the scope and influence of the private sector is recognised in the plan. However, since the wealth of refined statistics required for indicative planning in the private sector is not yet available in Nigeria, such planning has been limited to influencing the quantum and composition of investments in the sector in order to ensure that such investment activities are in consonance with national objectives and priorities. On this basis, it has been estimated that incorporated business will invest about £N693 million or 85 per cent of total private sector investment while households will be responsible for the balance of £N123 million. Within the incorporated businesses group, manufacturing is projected to account for £N378.5 million or 54.6 per cent. This is followed by mining, with £N267.5 million or 38.6 per cent. Construction, commerce and road transport will account for 21.7. Of the total projected investment of £N123 million by households, peasant agriculture and dwellings account for 48.8 and 36.6 per cent, respectively.

Capital inflow is expected to amount to £N412.5 or 50.5 per cent, of the total private sector investment of £N815.8 million. Of this £N267.5 million is expected on the oil account and £N145.0 million on the non-oil

account. Net corporate capital reserves and personal savings are expected to amount to 307.5 and £N95.8 million, respectively.

General policy measures

The Development Plan recognises the fact that, for an economy that has just emerged from war and is faced with a substantial burden of reconstruction problems under conditions of severe resource shortage, it is necessary to harmonise economic policies. To this end, general policies on the micro-aspects of the economy were laid down in the Plan.

The vital role played by fiscal policy in the past in containing balance of payments pressure was recognised. It is hoped, during the Plan period, to continue the stringent fiscal measures taken to mobilise domestic savings and rationalise the use of foreign exchange during the war. Fiscal policy will be made to restrain the rate of increase in consumer expenditure in order to make available more resources for capital formation and help in ensuring financial stability generally.

In the area of monetary policy, the absence of a predominantly indigenous commercial banking base, which would ensure adequate attention to local businessmen, and the absence of an adequate and flexible capital market are noted. Measures are therefore intended to be taken during the plan period to reconstitute existing financial institutions under the guidance

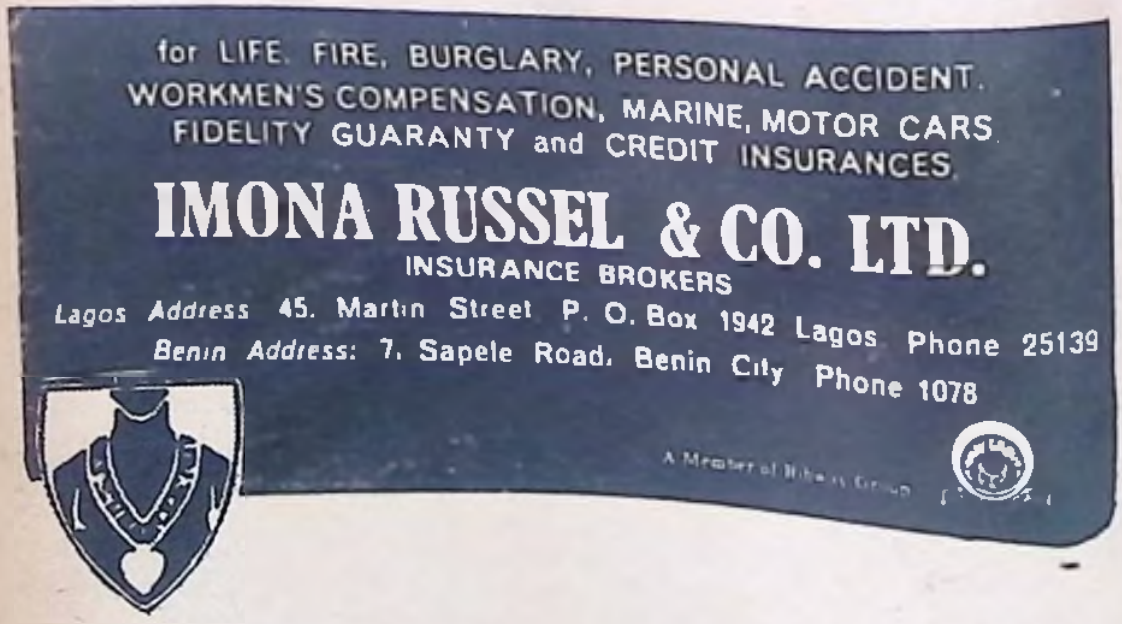

TABLE 2
FINANCING THE PUBLIC SECTOR PROGRAMME, 1970–74

Source	*Amount (£N's Million)*	*Percentage*
Bud get surplus of the federal and state governments	450.2	57.7
Operat ing surplus of public corporations ...	106.5	13.6
Central Bank and other domestic borrowing ...	72.3	9.3
External finance	151.0	19.4
TOTAL	780.0	100.0

TABLE 3
FINANCING THE PRIVATE SECTOR PROGRAMME, 1970–74

Source	*Amount (£N's million)*	*Percentage*
Capital inflow: oil	267.5	32.8
„ „ non-oil	145.0	17.8
Net corporate capital reserves	307.5	37.7
Gross corporate capital reserves...	(354.8)	(43.5)
Less implicit oil corporate capital reserves ...	(–47.3)	(–5.8)
Personal saving	95.8	11.7
TOTAL	815.8	100.0

1 World prices in this Report refer to London market prices.

of the Central Bank, to intensify investment lending, particularly to relatively smaller businesses.

With regard to incomes policy, the Plan notes that its absence in an increasingly sophisticated economy can negate other developmental efforts and engender social frustrations. But although government intervention is necessary to resolve the dynamics of incomes and prices, the Government has not been able to play this role in a systematic manner. The Plan recognises the need for a synthesis of clear objectives and strategy in this area.

The Plan notes some major defects in incomes policy over the four preceding decades—neglect of productivity considerations, much concentration on public sector wages, emphasis on the urban labourers, unskilled workers and lowergrade civil service personnel, and neglect of factors which are of more than incidental interest to an incomes policy, eg. "non-cash incomes, other conditions of service and relative incomes in other sectors as a measure of transfer payments." Practically all the wages and salaries review commissions of the period tended to emphasise the cost of living index as the main criterion for deciding increases in wages.

It was in the light of these defects, states the Plan, that the Government set up, at the beginning of the Plan period, a Wages and Salaries Review Commission, on the basis whose report a more appropriate policy for labour incomes can be articulated."

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DOMESTIC PRODUCTION AND DISTRIBUTION

(Source Central Bank Annual Report and Statement of Accounts for the year ended 31 December 1970)

As was to be expected in an immediate postwar period, the year witnessed an upsurge in demand which far outstripped supply gains. Most industries operated at near full capacity in order to meet the high and increasing level of demand. Industrial production increased by about 58 per cent. In the war-affected areas, some of the manufacturing establishments that were damaged or shut down during the war were reactivated. Following the improved investment climate occasioned by the return of peace, investment expenditures more than doubled and the country received missions of foreign business organisations and individuals on surveys of investment opportunities.

During the year, Nigeria became the tenth largest producer of crude petroleum in the world. The index of crude petroleum production doubled in 1970. Actual production reached 1.4 million barrels per day at the end of 1970, thus exceeding a prior forecast of one million barrels by that date.

The output of agricultural export commodities increased by about 15 per cent. However, the index of world prices of these commodities declined by 3.3 per cent.

The rise in demand following the end of the war was reflected in a further sharp rise in consumer prices in the face of supply shortages. The composite price index for the lower-income group in urban centres was 13.8 per cent higher than a year earlier. About 78 per cent of the increase in the index is directly attributable to the food component.

The ban on strikes and lockouts imposed in 1969 remained in force throughout the year. However, although the number of trade disputes declined, there were more strikes in 1970 than in 1969.

Agricultural production

Provisional data show that the recorded output of agricultural export commodites rose in 1970. This contrasts with developments in the preceding three years when declines in output were recorded. The aggregate index of world prices of the major export commodities however declined — a contrast to the movement in the preceding three years.

All indications are that domestic food production did not increase. The scarcity or high cost of farm labour was not eased by the return of peace. Apart from the fact that the war ended at a season when bush clearing for farming had virtually passed, the farmers in the eastern states, whose

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farms had been ravaged by the war, lacked both seeds and seed as well as farm implements to consider going into immediate farm w Thus, although the war had ended, the farmers in the eastern states, were awaiting rehabilitation and resettlement, were not in a positio contribute to the nation's food output. Thus, a substantial part of the in the price index of food is attributable to an increase in demand follo reintegration of the economy and the inability of the war-affected are return to production immediately following the end of the war.

The index of output of agricultural export commodities aver 100.9 (1960 + 100) in 1970 — about 15 per cent higher than the level. (*See* Table 4 and Chart I.) The output of most of the commod rose, and those whose output declined have relatively small weight the aggregate index. The rates of increase in the output of the commod ranged from about 254 per cent for seed cotton to 3.8 per cent for nat rubber. The increased rate of smuggling into neighbouring coun reduced the recorded output of some of the commodities, particul groundnuts and cocoa. The output of the commodities produced ma in the war-affected areas showed appreciable advance during the The output of palm oil increased by about 97 per cent and that of P kernels by almost 21 per cent.

The aggregate index of the world prices of Nigeria's major agri tural export commodities declined by 3.3 per cent (1960 100) to 1 in 1970. The fall reflected substantial declines in the prices of cocoa rubber which, between them, account for 40 per cent of the aggre index. Significant increases were recorded in the prices of virtually the other commodities.

The deterioration in the world price of cocoa that started in second half of 1969 continued in 1970. The average price for the yea £N250.4 per ton was 22.7 per cent lower than that for 1969. During first half of the year, the expectation of a substantial increase in su from West Africa, which led to a considerable amount of hedging, and reduction of inventories by manufacturers, accentuated the downw pressure on prices. As a result, by June, the world price of cocoa had fa to £N217.2 per ton, about 35 per cent lower than in December 1 and lowest since August 1967. Improved demand in the U.S.A., W Germany and Holland, as well as pessimism about the prospects of 1970/71 crop, led to a short-lived price recovery during the third quar The forecast of increased output in the 1970/71 crop season there prompted decline in the fourth quarter.

The oils and oilseeds markets were characterised by contin strong demand which, in spite of increased production, led to substa increases in prices. The average prices of most oils and oilseeds ros levels that were higher than those attained in the preceding five ye

CHART I

INDEX OF OUTPUT OF AGRICULTURAL EXPORT COMMODITIES

(Base: 1960 = 100)

TABLE 4
INDEX OF OUTPUT OF AGRICULTURAL EXPORT COMMODITIES
(Base: 1960=100)

Commodity	*Weight*	1968 (1)	1969 (2)	1970 (3)	*Percentage change between* (1) & (3) (4)	(2) & (3) (5)
Benniseed ...	1.29	55.8	58.1	7.2	— 87.1	— 87.6
Castorseed ...	0.04	75.1	36.2	26.4	— 64.8	— 27.8
Cocoa	23.29	142.2	127.7	153.3	+ 7.8	+ 20.0
Coffee	0.33	50.3	103.7	57.8	+ 14.9	— 44.3
Copra	0.68	58.5	30.8	31.1	— 46.8	+ 3.3
Ginger	0.07	154.1	254.2	297.3	+ 92.9	+ 17.0
Groundnuts ...	24.45	159.0	112.1	90.8	— 42.9	— 19.0
Hides and skins ...	3.14	71.3	76.4	49.6	— 30.4	— 35.1
Palm kernels ...	15.26	45.8	61.5	74.3	+ 62.2	+ 20.8
Palm oil	9.28	2.2	7.4	14.6	+ 563.6	+ 7.3
Rubber	9.87	89.2	98.3	102.0	+ 14.3	+ 3.8
Seed cotton ...	6.45	163.7	69.7	246.3	+ 50.5	+ 253.9
Soyabeans ...	0.29	72.4	41.9	82.6	+ 14.1	+ 97.1
Timber	5.56	44.6	47.1	32.6	— 26.9	— 30.8
Aggregate index		104.9	88.0	100.9	— 3.8	+ 14.8

1 Revised.

1 The producer prices quoted in this section are weighted averages of prices for the various grades (where a commodity has more than one grade) in the various states, net of produce tax, and rounded to the nearest pound; transport and other expenses have not been deducted.

The advance in the prices of groundnuts and groundnut oil was caused by the excess demand position that characterised the market during most of the year. Further strengthening of prices occurred towards the end of the year, upon reports that groundnut production in Nigeria in the 1970/71 season would probably be lower than in past seasons. The prices of soyabeans and oil benefitted throughout the year from persistent higher levels of consumer demand. The advance in the price of palm oil was largely due to the fact that production in Nigeria was still below the pre-civil war level. The price of copra, which was subjected to strong demand pressure during the year, increased substantially towards the end of the year because of fears that the typhoon rampage in the Philippines would adversely affect copra supplies in 1971.

The average price of cotton in 1970 was 24.7 pence per pound. Except in 1968, when the average price was 26.4 pence per pound, the 1970 price was the highest since 1959. Maintaining its traditional stability for most of the year, the firmness in the cotton price was due to the non-realisation

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of earlier expectations that production in the 1969/70 season would result in an excess supply situation. Towards the end of the year, cotton prices became further strengthened by the heavily committed position of early 1970/71 cotton, and by an expected shortfall in world production during the season as a whole.

The recovery in the rubber market, which was noted in 1969, was reversed in 1970. This was due to a number of factors: the surplus in the world rubber supply; slow rates of growth and labour upheavals in the U.K. and U.S.A.; uncertainties surrounding the disposal of the U.S.A. stockpile; and the partial withdrawal of China from buying in the open market. The average price of rubber fell by 19.2 per cent in 1970 from its level a year ago.

The estimated aggregate *income* of farmers from the sale of the scheduled commodities in 1970 was £N78.5 million, compared with £N56.8 million in 1969. With the exception of benniseed and groundnuts, income from all the commodities rose. The largest amount of increase, about £N10 million, was in respect of cocoa. This reflected increases of 20 per cent in output and of 35 per cent in producer price. The fall of £N1.2 million in the income of groundnut farmers reflects the fall in output. For the other commodities, higher producer incomes were due to increased output.

Manufacturing

Manufacturing activity increased further in 1970. In the war-affected areas, where the level of manufacturing activity had been sharply reduced, some industries were reactivated during the year. Among these was the Elesa Refinery, which resumed production in May.

Although there was some relaxation of restrictions on the importation of manufactured goods, this had very little effect on the high and increasing level of demand for the products of the manufacturing sector. With the return of peace, the year witnessed an overall release of pent-up demand, a greater integration of the economy, and increased economic activity related to rehabilitation and reconstruction.

Following the 22.6 per cent increase in 1969, the index of manufacturing production increased further by about 18 per cent, from 211.9 (1963 = 100) in 1969 to 250.2 in 1970. Only one of the eleven component industries of the index — vegetable oil — showed a decline. Production of the other industries increased at rates that ranged from 61.7 per cent for paints, varnishes and lacquer to 3.2 per cent for cement.

The general movement in the quarterly index followed the normal seasonal pattern. From a new quarterly peak of 239.7 in the first quarter,

CHART II

INDEX OF AVERAGE WEEKLY PRICES (C.I.F.) IN LONDON OF MAJOR AGRICULTURAL EXPORT COMMODITIES

(Base 1960 = 100)

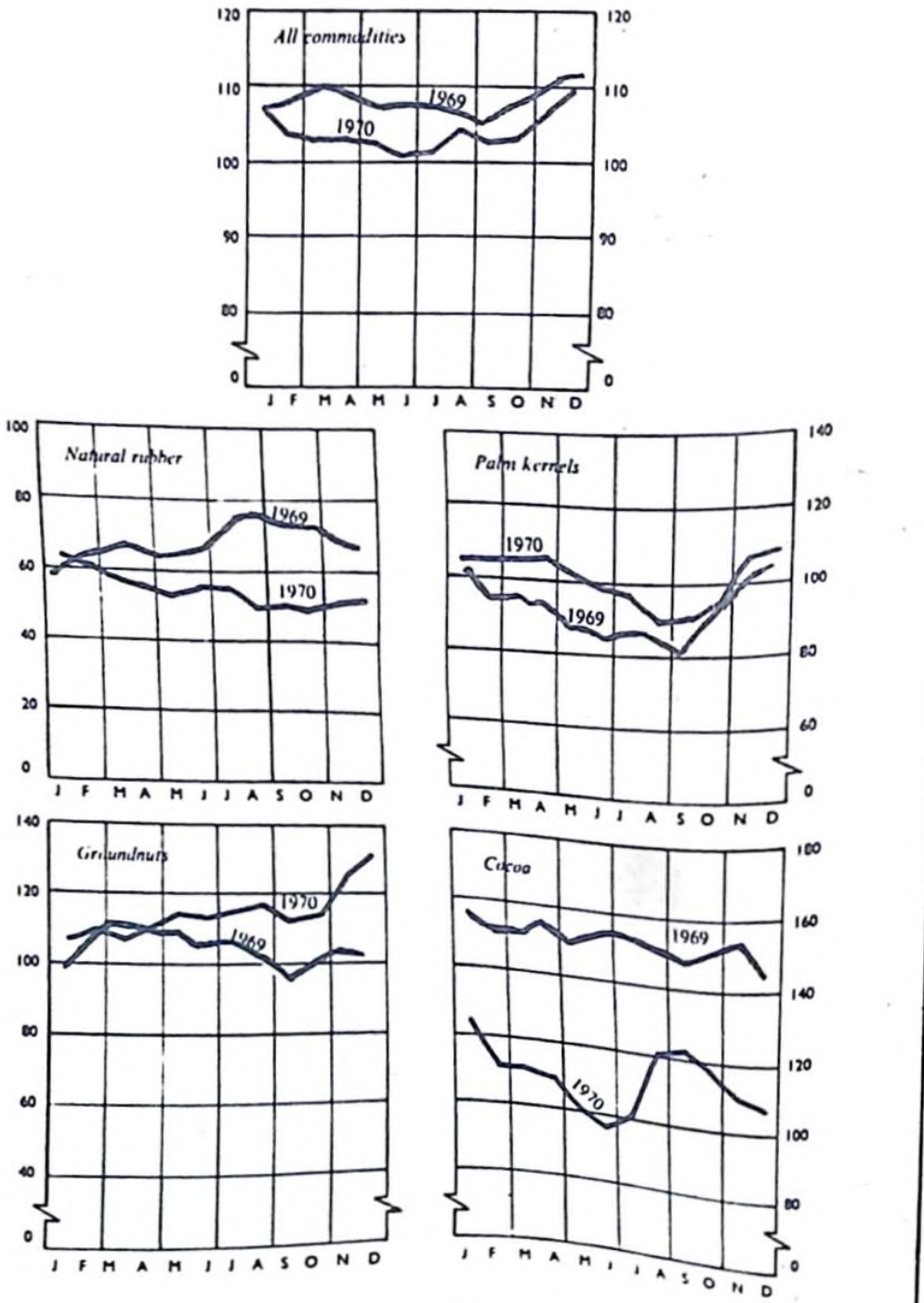

TABLE 5

ESTIMATED PRODUCER INCOMES FROM AND AVERAGE PRODUCER PRICES OF MAJOR MARKETING BOARD CONTROLLED COMMODITIES

Commodity	*Producer income (£N's million)*			*Average producer price (£N's per ton)*		
	19681	19691	1970	1968	1969	1970
Benniseed	0.6	0.6	0.1	46	38	41
Cocoa	22.3	28.1	38.1	94	133	150
Groundnuts	27.6	16.8	15.6	31	28	32
Palm kernels	5.4	6.4	8.5	28	29	29
Palm oil	0.2	0.6	1.1	41	41	41
Seed cotton	8.8	4.2	14.9	49	55	55
Soyabeans	0.2	0.1	0.2	19	19	19
TOTAL	65.1	56.8	78.5	—	—	—

1 Revised.

the index declined seasonally to 233.3 in the second quarter and, then rose in the following quarters to 269.7 in the last quarter. (*See* Table 7.)

The results of the annual sample survey of manufacturing firms in the Lagos State further confirm the continuing high rate of increase in manufacturing activity. The responding companies recorded an overall increase in output and employment of 30.7 and 20.0 per cent, respectively, over the levels in 1969. Investment expenditure on new plant and machinery and on expansion of premises more than doubled, while expenditure on replacement of assets increased by 32.6 per cent. The stock of raw materials and goods-in-process rose by 46.4 and 18.2 per cent, respectively, while that of finished goods declined by 19.5 per cent.

The total cost of operations of the companies rose by 30.6 per cent. This increase was shared nearly proportionately by the three important components of cost, namely direct labour, direct material and overhead, which rose respectively by 33.0, 30.3 and 30.8 per cent. Selling prices rose proportionately in most cases.

There was a shift in the relative importance of the sources of working capital from domestic to foreign sources. The proportion of working capital derived from local commercial banks declined from 14 per cent in 1969 to 12 per cent in 1970, and that from retained earnings also declined from 71 to 60 per cent, while the proportion of working capital supplied from foreign sources rose from 15 to 28 per cent. The overall working capital for the responding companies rose by 29 per cent over the previous year's level — with commercial bank credit, retained earnings and external finance accounting, respectively, for about 5, 21 and 74 per cent of the overall increase. (*See* Table 8.)

TABLE 6
PRODUCTION INDEX 1 (SUMMARY)
ie: quarterly average 1963 = 100)

	Manufacturing	*Mining*	*Utility (electricity)*	*Total all industries*
..	571.0	317.0	112.0	1,000.0
..	123.7	138.8	116.5	127.7
..	143.7	272.0	133.7	183.3
..	164.5	391.3	149.5	234.7
..	171.8	303.2	129.7	208.7
..	172.8	150.2	125.8	160.4
..	211.9	485.5	140.2	290.6
..	250.2	939.7	162.0	458.9
..	162.4	338.5	148.0	212.0
..	158.9	328.3	153.4	242.0
..	162.8	420.6	140.3	272.1
..	180.0	478.8	156.3	294.6
...	202.0	506.3	164.3	293.5
...	200.7	517.9	131.7	119.6
...	128.8	106.6	109.7	127.5
...	155.8	81.7	113.0	129.8
...	161.0	76.4	122.2	138.3
...	161.2	101.2	126.4	147.1
...	164.7	123.7	123.5	227.4
...	205.1	301.6	131.3	263.1
...	204.2	482.1	135.8	281.3
...	200.3	477.9	137.4	273.8
...	212.4	432.9	136.8	322.8
...	230.6	549.7	150.8	374.9
...	239.7	696.4	154.0	413.3
...	233.3	826.1	166.8	493.8
...	260.4	1,027.0	170.5	542.8
...	269.7	1,163.2	179.6	

- establishments located in the three eastern states are not
third quarter of 1967 and the end of 1969 (the period

TABLE 7

INDEX OF MANUFACTURING PRODUCTION[1]

(Base: quarterly average 1963 = 100)

Period and weight	Aerated waters (soft drinks)	Beer (including stout)	Cement	Cotton textiles	Foot-wear	Natural rubber	Paints and allied products	Roofing sheets	Soap and deter-gents	Veget-able oils	Vehicle assembly	Total
Weight	6.3	32.0	11.8	14.9	2.2	8.6	1.3	3.8	4.8	12.9	2.4	100.0
1964	122.6	118.0	159.6	113.3	129.7	108.2	146.4	168.4	96.1	122.3	134.4	123.7
1965	156.4	121.3	188.9	198.2	106.4	96.5	202.0	59.9	125.8	136.5	188.7	143.7
1966	139.2	138.7	192.6	338.9	185.4	91.5	243.2	118.0	141.7	94.1	95.4	164.5
1967	136.4	121.3	141.0	447.0	219.4	85.9	230.4	94.3	130.4	91.8	119.3	171.8
1968	132.2	150.1	110.4	419.6	213.6	82.9	207.2	84.9	93.3	131.4	106.0	172.8
1969	168.8	185.9	108.8	541.2	289.4	87.8	331.3	86.1	94.5	159.6	159.6	211.9
1970[2]	218.3	233.5	112.3	621.6	420.7	100.5	535.8	111.6	102.6	143.4	190.7	250.2
1968												
1st quarter	147.9	125.0	123.4	383.2	198.6	97.3	214.4	77.1	92.8	119.5	101.5	161.0
2nd ,, ...	134.7	137.9	121.1	371.6	190.3	58.9	210.8	81.5	98.6	135.2	105.1	161.2
3rd ,, ...	83.7	137.2	90.6	440.7	213.4	69.8	188.3	79.3	86.1	133.7	101.8	164.7
4th ,, ...	162.3	200.2	106.3	482.8	252.3	105.6	215.3	101.8	95.7	144.3	115.7	205.1
1969												
1st quarter	179.5	158.0	119.5	531.7	286.2	108.3	352.3	80.4	88.2	145.9	144.3	204.2
2nd ,, ...	185.9	181.4	105.5	518.7	246.5	73.2	336.9	71.1	90.1	109.1	178.4	200.3
3rd ,, ...	131.4	179.7	97.7	548.0	313.2	85.3	321.6	95.5	104.7	184.7	155.6	212.4
4th ,, ...	178.1	225.0	112.5	566.4	311.9	84.4	318.0	97.2	95.0	157.4	160.2	230.6
1970[2]												
1st quarter	254.0	219.0	102.3	598.1	365.7	99.8	422.5	102.7	101.8	149.7	134.9	239.7
2nd ,, ...	258.8	213.7	119.5	550.6	388.1	100.7	578.4	108.8	106.6	124.4	150.1	233.3
3rd ,, ...	174.5	248.3	114.8	649.3	457.8	110.7	563.1	113.8	100.8	147.5	235.6	260.4
4th ,, ...	185.6	253.2	112.5	688.3	471.5	110.7	579.3	121.0	101.8	152.0	242.5	269.7

Note: The previous years' indices have been revised; they may, therefore, in some cases, differ from last year's published figures.

1 Production figures for establishments located in the three eastern states are not included between the third quarter of 1967 and the end of 1969 (the period of the civil war).

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Mining

The significant increase in mineral output that started in 1969 continued in 1970. The index of total mineral output was 939.7 (1963 = 100), compared with 485.5 in 1969 — an increase of 94.0 per cent. (*See* Table 9.) As in 1969, the phenomenal rise in the crude petroleum component was mainly responsible for the overall increase.

At 1,413.3 (1963 100) in 1970, the index of *crude petroleum* output was 100 per cent higher than in 1969. The daily output rose from 0.6 million barrels in January 1970 to 1.4 million barrels in December. The one million barrels per day target, which was expected to be achieved at the end of the year, was therefore exceeded by 0.4 million barrels. The sharp increase in production was due mainly to the return of peaceful

TABLE 8

MANUFACTURING COMPANIES

(£N's thousand, unles otherwise stated)

Item	1969	1970[2]	*Percentage change between 1969 and 1970*
Employment (number)	**20,419**	**24,497**	20.0
Inventories[3]			
Raw materials	11,852	17,349	46.4
Work-in-process	1,299	1,535	18.2
Finished goods	4,418	3.555	19.5
Output	**99,404**	**129,874**	30.7
Total cost of operation	**70,776**	**92,448**	30.6
Labour	5,837	7,762	33.0
Materials	48,067	62,620	30.3
Overhead	16,872	22,066	30.8
Total investment expenditure	**4,294**	**8,129**	98,3
Assets replacement	849	1,126	32.6
New plants and machinery and expansion of premises	3,445	7,003	103.3
Total working capital	**21,643**	**27,900**	28.9
From local commercial banks	3,021	3,339	10.5
Company-retained earnings	15,293	16,620	8.7
Foreign sources[4]	3.329	7,941	138.5

1 Number of companies contacted 41
Number of companies reporting 37
Percentage response 90.2

2 Provisional.

3 The figure recorded under 1969 is the opening inventory for 1970, while that recorded under 1970 is the closing inventory for 1970.

4 This includes unrepatriated dividends and other payments due to overseas creditors amounting to £N607 thousand in 1969, compared with £N3,019 thousand in 1970.

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TABLE 9
INDEX OF MINERAL PRODUCTION
(Base: quarterly average 1963 = 100)

Period and weight	*Cassiterite*	*Columbite*	*Coal*	*Natural gas*[2]	*Petroleum*	*Total*
Weight	27.8	2.4	5.1	0.2	64.5	100.0
1964	100.0	116.3	121.1	171.1	157.6	138.8
1965	109.3	136.6	128.5	324.4	358.4	272.0
1966	106.6	110.4	110.9	592.9	546.0	391.3
1967	107.0	95.6	16.7	582.8	417.2	303.2
1968	110.5	56.3	—	494.3	181.6	150.2
1969	98.7	74.2	2.3	214.7	706.5	485.5
1970[3]	89.8	79.1	10.6	345.2	1,413.3	939.7
1966						
1st quarter	114.1	116.8	126.0	530.4	459.7	338.5
2nd ,, ...	100.1	107.3	104.9	531.9	451.9	328.3
3rd ,, ...	112.2	116.5	119.0	568.8	588.8	420.6
4th ,, ...	103.0	100.7	93.6	735.7	684.5	478.8
1967						
1st quarter	113.9	96.4	66.9	934.6	725.6	507.3
2nd ,, ...	92.5	99.2	—	987.4	756.3	517.9
3rd ,, ...	113.7	106.3	—	109.1	111.9	106.6
4th ,, ...	111.2	80.5	—	295.4	74.9	81.7
1968						
1st quarter	117.2	47.7	—	304.1	65.2	76.4
2nd ,, ...	103.9	45.1	—	489.7	108.9	101.2
3rd ,, ...	111.8	63.0	—	680.2	139.2	123.7
4th ,, ...	112.4	69.6	—	499.2	415.0	301.6
1969						
1st quarter	115.9	59.8	—	356.3	694.2	482.1
2nd ,, ...	90.8	57.5	1.4	264.6	698.7	477.9
3rd ,, ...	97.6	80.1	3.5	113.7	625.5	432.9
4th ,, ...	93.4	99.4	4.2	122.4	807.6	549.7
1970[3]						
1st quarter	101.6	70.2	4.9	167.7	1,032.4	696.4
2nd ,, ...	88.0	80.1	11.3	355.1	1,237.8	826.1
3rd ,, ...	84.0	93.4	8.5	399.2	1,550.6	1,027.0
4th ,, ...	88.3	72.6	17.6	568.4	1,759.5	1,163.2

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conditions in the producing areas. The reconstruction of damaged production facilities and the expansion of existing ones were, in most cases, completed. The number of producing companies increased from two to five during the year.

In February, the Government invited applications for new concession rights over a large portion of the recently "relinquished" off-shore areas. By the end of the year, applications had been processed and final terms for the award were being negotiated. The Government has reserved some portion of the areas for direct exploration by a proposed national oil company.

Towards the end of the year, following the successful negotiation of increases in posted prices by Libya, the oil-producing companies increased the posted prices of Nigerian crude oil by 25 cents per barrel with effect from 1st September, 1971.

Movements in the output of solid minerals were mixed. The output of *coal*, although less than 10 per cent of the output in 1966, rose from the 1969 level by 42,493 tons to 59,989 tons in 1970. One of the four producing mines in Enugu — the Onyeama Mine — was reopened during the year. The production of *columbite* increased by 6.5 per cent during the period. *Limestone* production, which had increased by 8.8 per cent in 1969, declined by 4.3 per cent in 1970. The output of *cassiterite* and *tin metal* fell by 9.0 per cent each.

The average world market price of tin metal rose from £N1,244 per ton in 1969 to £N1,311 in 1970. This was due to supply shortage coupled with speculative demand. The Fourth International Tin Agreement was successfully negotiated in May. When ratified, it will replace the current agreement which expire on 30th June, 1971.

Energy

With the upsurge in economic activity following cessation of hostilities, consumption of commercial energy rose sharply. The index of all primary commercial energy rose from 85 (1965 = 100) in 1969 to a record level of 109 in 1970. (*See* Table 10.) *Natural gas* consumption rose from 86,000 tons of coal equivalent (t.c.e.) in 1969 to 138,000 t.c.e. in 1970, following the reactivation of many of the gas-consuming industries in the eastern states. The consumption of *coal* rose by 201.0 per cent to 53,000 t.c.e., reflecting increased demand from the Nigerian Railway Corporation, which resumed operations in parts of the eastern states during the year.

Although the share of *petroleum products* in the total primary energy demand fell compared with 1969, the consumption of these products, at 1.3 million tons in 1970, was 218,000 tons higher than a year earlier. The more prominent among the products were gasoline, gas/diesel oil and fuel

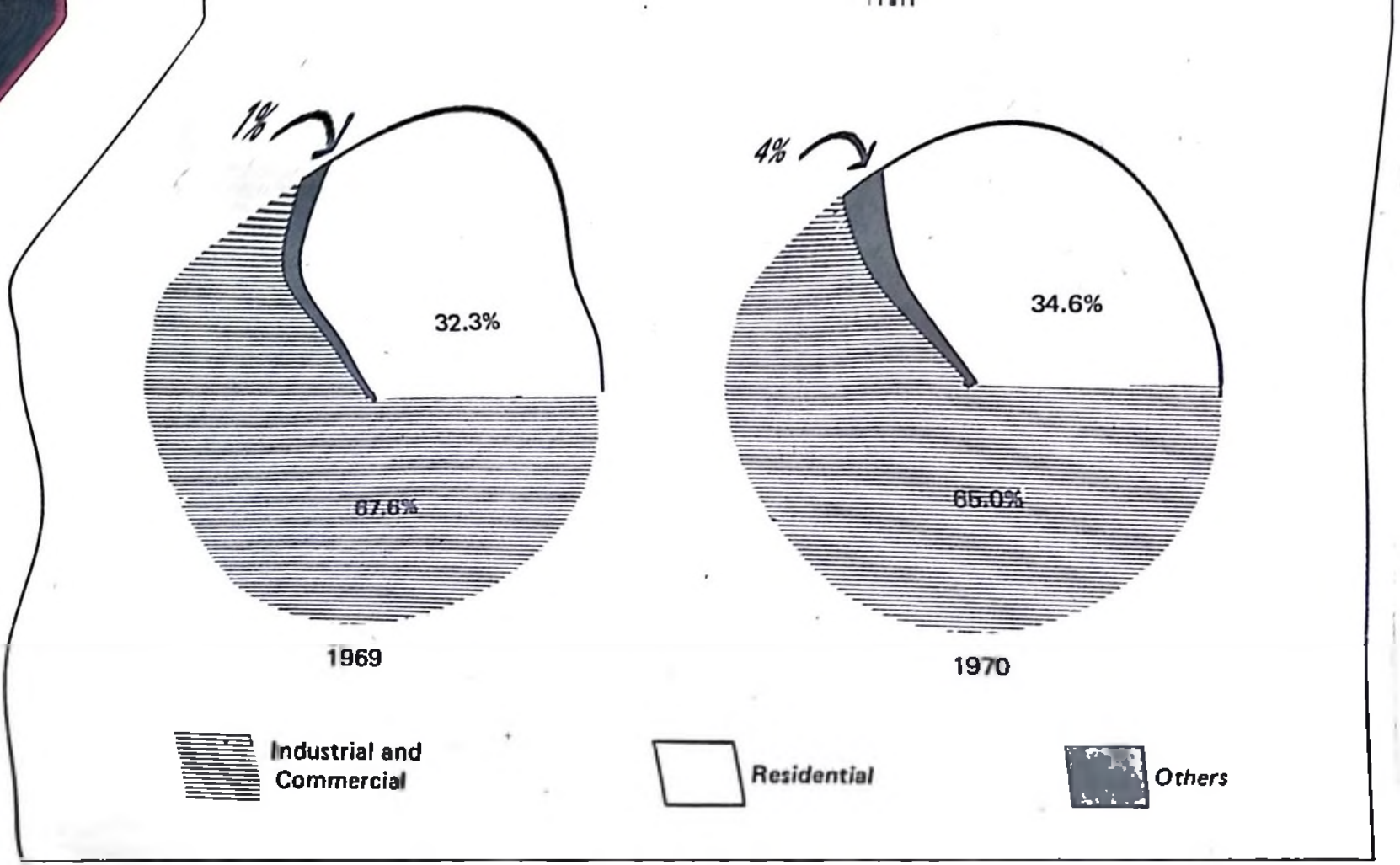
1%
32.3%
67.6%
1969
4%
34.6%
66.0%
1970
Industrial and Commercial
Residential
Others

TABLE 10
FUEL AND POWER

Source	*Percentage share of energy market*					
	1965	1966	1967	1968	1969	1970
Coal	22	17	3	—2	—2	2
Hydropower	2	3	3	3	19	22
Natural gas	5	8	8	9	4	5
Petroleum products	71	72	86	88	77	71
TOTAL	100	100	100	100	100	100
Index of all primary commercial energy consumed	100	105	88	76	85	109

1 Revised.
2 Negligible.

oil, which accounted for 30.3, 24.7 and 19.7 per cent, respectively. The Elesa Eleme Refinery, which was reactivated at an expanded capacity of 55,000 barrels per day towards the middle of the year, provided 62.1 per cent of the total consumption of petroleum products during the year.

Total installed *electricity* generating capacity in 1970 was 804.7 megawatts — 0.3 megawatt higher than the capacity at the end of 1969.

Production of electricity rose from 1,223 to 1,431 million kilowatt hours (mkwh). The hydropower contribution to total electricity generation was 1,305.2 mkwh, or 90.1 per cent. In 1969 the percentage share of hydropower was 71.6. Overall consumption of electricity in 1970 has been estimated at 1,137 mkwh, 13.3 per cent higher than in 1969. The increase is due mainly to the restoration of electricity to some parts of the eastern states, and the lifting of the ban on street lighting early in the year. Of the total consumption, industrial and commercial enterprises accounted for 65.0 per cent, residential users 34.6 per cent and other categories of consumers, 0.4 per cent. These compare with 67.6, 32.3 and 0.1 per cent, respectively, in 1969. The relative decline in industrial and commercial consumption is attributable to the reclassification of consumers' categories by the Electricity Corporation of Nigeria.

Construction

Construction activities increased in 1970, largely reflecting efforts to repair the physical damage caused by the civil war. The quantity of cement consumed increased by about 60 per cent, compared with the previous year, while the quantities of roofing sheets and paints utilised rose by 40.9 and 34.2 per cent, respectively. The value of work done by contractors and of new construction contracts won by them are estimated to be higher than in 1969.

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TABLE 11
TRADING COMPANIES[1]
(£N'a thousand, unless otherwise stated)

Item	1969	1970	*Percentage change between 1969 and 1970*
Employment (number) ...	19,407	21,283	11.7
Goods in stocks	31,722	38,921	22.7
Net sales	197,879	252,783	27.7
Total cost of operations ...	115,855	148,696	28.3
Labour	9,200	10,829	17.7
Merchandise	86,314	114,341	32.5
Other costs	20,342	23,526	15.7
Total working capital	55,849	63,533	13.8
From local commercial bank	9,926	7,454	—24.9
From internal company funds	31,276	38,083	21.8
From overseas or parent companies	14,647	17,996	22.9

1 Number of companies contacted 33
Number of companies responding 33
Percentage response 100

2 The 1969 figure is the end of year or opening stock for 1970, while the 1970 figure represents the closing stock for 1970.

Domestic trade

The upsurge in business activity, characteristic of an immediate post-war period, was noticeable in the distributive sector in 1970. The strong demand situation of the war period persisted. In this sector, as in the manufacturing sector, the problem was essentially how to increase supply to meet rising demand. The fiscal and monetary policies adopted in 1970 sought, among other things, to improve the supply of goods to the domestic market. These policies not only aimed at improving supply through increased domestic production, but also through an increase in imports within the limits dictated by the balance of payments position. Thus, the April 1970 fiscal measures brought about some relaxation in the various import restrictions that had been dictated by wartime conditions. For example, the surcharge on import duties was reduced from 72 to 5 per cent; a large number of imported goods, which previously could not be brought in without specific import licences, were no longer to be so restricted; the ban on the importation of certain goods was also lifted; and many goods, particularly essentials for reconstruction work, enjoyed import tariff reductions.

A simple survey of trading activities of some companies in the Lagos State shows that net sales of the companies that responded increased by 27.7 per cent over the level in the previous year. The number of their em-

TABLE 12

INDICES OF DOMESTIC PRODUCTION AND IMPORTS OF SELECTED MANUFACTURED PRODUCTS

(Base: quarterly average 1963 = 100)

Period and category	Aerated waters (soft drinks)	Beer (including stout)	Cement	Cotton textiles	Footwear	Paints and allied products	Roofing sheets	Soap and detergents
Production								
1964	122.6	118.0	159.6	113.3	129.7	146.4	168.4	96.1
1965	156.4	121.3	188.9	198.2	106.4	202.0	59.9	125.8
1966	139.2	133.7	192.6	338.9	185.4	243.2	118.0	141.7
1967	136.4	128.3	141.0	447.0	219.4	230.4	94.3	130.4
1968	132.2	150.1	110.4	419.6	213.6	207.2	84.9	93.3
1969	168.8	185.9	108.8	541.2	289.4	331.3	86.1	94.5
1970	218.3	233.5	112.3	621.6	420.7	535.8	111.6	102.6
1969 1st quarter	179.5	158.0	119.5	531.7	286.2	352.3	80.4	88.2
2nd "	185.9	181.4	105.5	518.7	246.5	336.9	71.1	90.1
3rd "	131.4	179.0	97.7	548.0	313.2	321.6	95.5	104.7
4th "	178.1	225.0	112.5	566.4	311.9	318.0	97.2	95.0
1970 1st quarter	254.0	219.0	102.3	598.1	365.7	422.5	102.7	101.8
2nd "	258.8	213.7	119.5	550.6	388.1	578.4	180.8	106.1
3rd "	174.5	248.3	114.8	649.3	457.8	563.1	113.8	100.8
4th "	185.6	253.2	112.5	688.3	471.5	579.3	121.0	101.8
Imports								
1964	203.2	87.0	26.3	100.5	71.8	224.6	55.4	50.8
1965	222.6	22.9	7.0	101.4	38.6	69[illegible]	17[illegible]	[illegible]

1968	96.8	13.4	31.6	61.8	11.2	172.2	6.3	41.7
1969	167.7	11.0	36.1	86.5	9.0	499.4	13.5	30.4
1970	271.0	11.9	168.8	72.5	15.6	340.4	46.8	31.5
1969 1st quarter ...	62.5	3.6	22.5	94.6	11.5	212.5	7.8	28.5
2nd "	137.5	13.1	12.7	80.7	6.9	150.0	5.6	16.4
3rd "	78.5	14.2	42.3	80.9	8.4	1,046.9	12.4	63.1
4th "	362.5	12.9	67.6	87.4	9.0	537.5	28.4	13.7
1970 1st quarter ...	475.0	7.2	93.0	82.7	12.8	259.4	27.3	58.6
2nd "	150.0	19.1	204.2	76.9	21.6	387.5	35.4	9.6
3rd "	12.5	11.7	240.8	117.3	12.5	350.0	67.0	26.3
4th "	412.5	9.7	139.4	88.5	15.6	343.8	67.5	31.5
Production and imports								
1964	123.4	113.2	111.9	103.1	99.2	163.7	121.6	87.2
1965	157.0	106.2	123.8	120.8	70.7	310.7	40.5	114.4
1966	140.5	116.1	142.7	124.7	101.7	229.8	71.6	119.5
1967	137.2	110.6	107.7	160.6	115.8	221.1	56.8	119.9
1968	131.8	129.1	82.2	134.0	107.0	199.5	51.4	83.2
1969	160.8	159.0	82.8	178.0	140.5	267.4	55.4	82.3
1970	218.8	199.4	132.5	183.0	207.3	492.6	83.8	88.6
1969 1st quarter ...	178.3	134.3	84.9	182.2	141.5	321.0	49.9	76.5
2nd "	185.4	155.6	72.4	168.5	120.3	295.1	43.7	75.6
3rd "	131.0	153.7	77.9	174.6	147.8	485.3	75.3	96.6
4th "	180.0	192.4	96.5	183.4	152.3	362.9	68.4	80.5
1970 1st quarter ...	256.1	186.4	99.0	186.0	179.9	386.0	71.1	93.3
2nd "	257.7	183.7	149.7	171.9	195.0	535.7	78.1	87.1
3rd "	172.9	211.9	159.8	224.0	223.3	515.4	94.2	86.1
4th "	187.9	215.8	122.1	208.7	231.4	526.6	94.3	88.0

Note: The current year's indices are provisional, while the previous year's indices have been revised and will, in some cases, differ from last year's published figures.

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ployees rose by 11.7 per cent, and their total operating costs increased by 28.3 per cent during the period. The increase in cost is largely a reflection of an increase in the volume and value of merchandise handled, and in labour costs. The ratio of total net sales to total cost of operations in 1970 was 2.2:1, compared with 2.3: 1 in 1969, suggesting a slightly higher average.

Owing to the improved supply situation, the inventories of the responding companies rose by 22.7 per cent at the end of the year compared with the opening stock at the beginning of the year. (*See* Table 11.)

Data on the supply (domestic and foreign) of selected manufactured products show significant increases over the levels in the preceding year. (*See* Table 12.) Except for cotton textiles, and soap and detergents, which increased by 2.8 and 7.7 per cent, respectively, the increases in the supply of the items ranged from about 25 to 60 per cent. The 2.8 per cent increase in the supply of cotton textiles reflects a decline of 16.2 per cent in imports and a rise of 14.9 per cent in local production. Owing to an increase of 61.7 per cent in domestic output, the supply of paints and allied products increased by 34.1 per cent, in spite of a decline of 31.1 per cent in imports. Cement and roofing sheets' imports rose sharply during the year. Cement imports increased by 367.6 per cent to augment the supply from local production, which rose by only 3.2 per cent. The total supply of cement therefore rose by 60.0 per cent over the preceding year's level. The 51.3 per cent increase in the supply of roofing sheets in 1970 resulted from a 246.7 per cent increase in imports and a 29.6 per cent rise in local production.

Although a rise of about 13.8 per cent was recorded in the total working capital available to the responding companies, the proportion from the local commercial banks declined compared with 1969. Internal company capital resources continue to play a growing and dominant role in financing the short-term capital needs of the trading sector. Next in importance as a source of working capital are funds from overseas parent companies, which come in principally in the form of suppliers' credits.

Based on informed business opinion, the outlook for trading activities in 1971 is bright, in view of the buoyant market situation, increasing reconstruction activity, the general economic recovery and new-found socio-political stability.

Transportation and communications

Congestion at the Lagos and Apapa ports, particularly during the first half of the year, affected the transport sector adversely. This caused considerable delay in the turn-round of ocean, road and rail traffic to the points. In May, in an effort to clear the congestion, the Federal Military Government set up the Lagos Port Operations Committee, which was headed by a military port commandant. The Committee completed its assignment and was dissolved in October.

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Overall, performance in the transport sector was better than in 1969. The Nigerian Railway Corporation carried more goods and passengers and earned more revenue than in the previous year. Although the number of ships that called at Nigerian ports declined, their net registered tonage and the volume of cargo handled at the ports during the year were higher than in 1969. The number of new registrations of road vehicles rose sharply during the year. More produce was evacuated to the ports by road than in the preceding year. Internal air transportation improved; both the monthly average number of flights and the total revenue of the Nigeria Airways Corporation increased.

Road transportation

The increase in new registration of motor vehicles — both commercial road vehicles and passenger cars — is estimated to have been very high during 1970. Imports of commercial road vehicles increased by about 95 per cent compared with an increase of about 57 per cent in 1969. Recorded imports of passenger cars increased by about 157 per cent, following a decline of 7 per cent in 1969.

TABLE 13

EVACUATION OF EXPORT PRODUCE TO THE PORTS

Means	1968	1969	1970
Rail			
Tons	661,031	573,398	393,329
Percentage of total	46.1	42.4	32.0
Road			
Tons	771,945	774,0 8	813,292
Percentage of total	53.8	57.2	66.3
Water			
Tons	222	4,720	20,613
Percentage of total	0.01	0.3	1.7
TOTAL			
Tons	1,433,198	1,352,196	1,227,234

Source: Nigerian Ports Authority, Traffic Department, Lagos.

The tonnage of export produce evacuated to the ports by road during the year rose by 5.1 per cent, in spite of a fall of 9.2 per cent in the total tonnage of produce evacuated (by road, rail and river) to the ports. Road transportation accounted for 66.3 per cent of the total tonnage evacuated to the ports in 1970 compared with 57.2 per cent in 1969. (*See* Table 13.)

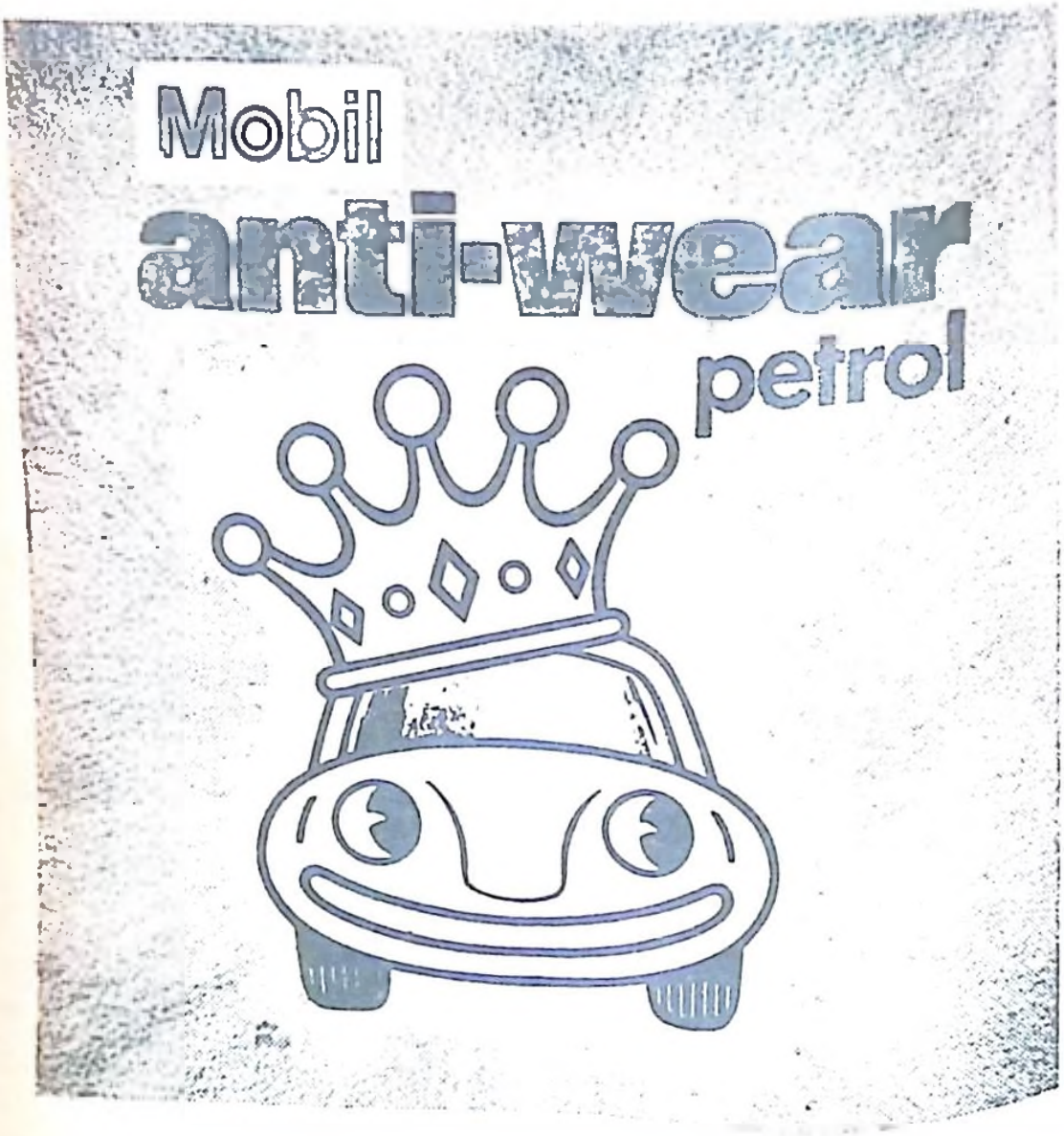

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TABLE 14

INDICATORS OF RAILWAY OPERATIONS

Indicator	1968 (1)	1969 (2)	1970 I (3)	*Percentage change between* (1) & (2) (4)	(2) & (3) (5)
Freight					
Freight tons carried (thousand)	1,595.00	1,558.00	1,604.00	— 2.32	+ 2.95
Freight ton-miles (million)	1,066.17	961.94	1,017.90	— 9.78	+ 5.82
Freight revenue (£N's thousand) ...	10,131.28	9,875.42	9,775.59	— 2.53	— 1.02
Revenue per paying freight ton-mile (pence)	2.32	2.46	2.49	+ 6.03	+ 1.20
Passengers					
Passengers carried (thousand)	7,633.68	8,500.40	9,712.30	+ 11.35	+ 14.25
Passenger-miles travelled (million) ...	330.25	438.53	584.78	+ 32.78	+ 33.35
Passenger revenue (£N's thousand) ...	1,352.86	1,894.93	2,354.31	+ 40.06	+ 24.24
Revenue per passenger-mile (pence) ...	0.98	1.04	0.93	+ 6.12	— 10.58
Total revenue (£N's thousand)	11,484.13	11,770.34	12,129.90	+ 2.49	+ 3.05

Source: Nigerian Railway Corporation, Lagos.

1 Estimated.

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Railway traffic

The number of passengers and volume of goods carried by the Nigeria Railway Corporation increased by 14.3 and 3.0 per cent, respectively, in 1970 compared with 1969. Revenue from passenger traffic rose 24.2 per cent owing to an increase in the number of passengers carried and a 25 per cent increase in passenger fares towards the end of the year. Freight revenue declined marginally. On the whole, revenue earned by the Nigerian Railway Corporation in 1970 was 3.1 per cent higher than in the previous year. (*See* Table 14). The improvement in the performance of the railway was due, to some extent, to an expansion in its area of operation following the end of the civil war. The opening of the rail link between Port Harcourt and the hinterland late in September made the more economical shipment of goods from the north through Port Harcourt possible.

Shipping

Although the number of ships which called at the Nigerian ports in 1970 declined relative to the previous year, their net registered tonnage was 30.3 per cent higher. The volume of cargo unloaded at the various ports rose by 27.7 per cent and the volume of cargo loaded rose by 10.2 per cent. Coastal shipping increased during the year, as more ports which were earlier affected by the civil war came back into operation. The Port Harcourt port, which was reactivated during the year, handled about 200,000 tons of cargo.

Internal air traffic

The average number of completed flights and revenue from passenger traffic rose by 20.5 and 15.9 per cent, respectively, in 1970. Cargo ton-miles and revenue from goods traffic declined by 23.3 and 8.9 per cent, respectively. The improvement in inland waterways and road transportation following the end of the civil war might have attracted cargo away from air transportation. The total revenue of the Nigeria Airways Corporation rose by 13.2 per cent to £N1.7 million.

Labour relations

The number of declared trade disputes declined from 190 in 1969 to 181 in 1970. However, in spite of the Trade Disputes (Emergency Provisions) (Amendment) Decree, 1969, which banned all strikes and lockouts for a period of twelve months, more strikes were reported in 1970 than in 1969, and the number of worker-days almost doubled. There were 49 strikes involving 16,480 workers in 1970. These strikes resulted in a loss of 37,386 worker-days. In 1969, 19,194 worker-days were lost through 45 strikes in which 8,837 workers were involved. By the Trade Disputes Emergency

Decree (Extension) Order, 1970, the ban on strikes and lock-outs was extended for twelve months to December 1971.

The Industrial Arbitration Tribunal, set up under the Trade Disputes (Emergency Provisions) (Amendment) Decree, 1969, began sitting during the year. The Tribunal made awards in some of the industrial disputes referred to it.

Cost of living

Further increases were recorded in the prices of consumer items in 1970. The composite consumer price index for the lower-income group in selected urban centres was 13.8 per cent higher than in 1969. This compared with a rise of 10.0 per cent in 1969 over the preceding year's level. (*See* Table 17 and Chart IV.) The consumer price index for the middle-income group (data available for Lagos only) also increased during the year — by 9.3 per cent, compared with a rise of 6.4 per cent between 1968 (*See* Table 18.) The movements in the consumer price index of the lower-income group are shown in Table 19.

As in the preceding year, the rise in the consumer price indices for both the middle-and lower-income groups was attributable mainly to the upward movement in food prices, although large increases were also recorded in the prices of some of the non-food items, especially "other purchases", fuel and light, and clothing.

In the case of the composite consumer price index, the food component rose by 23.5 per cent, accounting for 77.5 per cent of the increase in the overall index. For the middle-income group, the food component of the index rose by 18.0 per cent, accounting for 67.7 per cent of the overall rise.

The increase in the prices of food and of many non-food items was primarily a reflection of increased demand pressures, following the complete integration of the economy in circumstances in which economic activity had not resumed its normal course. In addition, the relaxation of import controls, while it could expand supplies, could not be effective in influencing downwards the worldwide upward pressure on the levels of manufactured exports' prices.

In an effort to curb widespread increases in prices, the Federal Military Government promulgated the Price Control Decree, 1970, in May. The decree established a Price Control Board and imposed price controls on a wide range of essential commodities, including textiles, drinks, building materials, tinned meat and fish, pharmaceuticals, salt, flour, motor vehicle and bicycle spare parts. The decree empowers the Board to fix prices in respect of the controlled commodities and provides penalties for sales above prices fixed by the Board. By the end of the year, the prices of

TABLE 15

STATISTICS OF SHIPPING ACTIVITIES

Category	1968 (1)		1969 1 (2)		1970 2 (3)		Percentage change between (1) and (2) (4)		Percentage change between (2) and (3) (5)	
	Number	Net registered tonnage (thousand tons)	Number	Net registered tonnage (thousand tons)	Number	Net registered tonnage (thousand tons)	Number	Net registered tonnage (thousand tons)	Number	Net registered tonnage (thousand tons)
Ships entered	2,037	5,749	2,457	6,018	2,360	7,843	20.6	20.6	— 3.9	... 30.3
From foreign ports	1,524	4,794	1,623	4,899	5,452	5,405	6.5	2.0	— 10.7	20.3
From other Nigerian ports	513	955	834	1,139	908	2,438	70.4	16.3	... 8.9	...117.9
Ships cleared	1,845	5,193	2,358	5,786	2,343	6,735	27.8	11.4	— 0.7	... 16.4
To foreign ports	1,347	4,322	1,531	4,604	1,424	5,134	16.6	6.5	— 7.0	... 12.4
To other Nigerian ports	498	871	827	1,182	919	6,601	74.1	35.7	... 10.2	... 35.4
Loaded and unloaded	—	5,102	—	5,437	—	6,751	—	6.4	—	... 24.2
Loaded	—	2,249	—	2,019	—	2,386	—	10.7	—	... 10.2
To foreign ports	—	(2,146)	—	(1,896)	—	(1,961)	—	11.7	—	... 3.4
To other Nigerian ports	—	(103)	—	(113)	—	(425)	—	9.7	—	...276.1
Unloaded	—	2,853	—	3,418	—	4,365	—	19.8	—	.. 27.7
From foreign ports	—	(2,788)	—	(3,227)	—	(3,961)	—	15.7	—	... 22.7
From other Nigerian ports	—	(65)	—	(191)	—	(404)	—	193.8	—	...111.5

Source: Federal Office of Statistics, Lagos.

1 Revised.

2 Estimated.

INCOME GROUP)
(Base: 1960 = 100)
160
150
140
130
120
110
100
M J D M J D J D J D J D J D J D J D J D
1962 1963 1964 1965 1966 1967 1968 1969 1970

TABLE 16

INTERNAL AIR TRAFFIC STATISTICS

Item	1968 (1)	1969[1] (2)	1970 (3)	*Percentage change between* (1) & (2) (4)	*Percentage change between* (2) & (3) (5)
Cargo					
Cargo ton-miles (thousand)	121.9	348.0	263.0	+ 181.4	— 23.3
Cargo revenue (£N's)	48,205.1	120,375.4	109,588.6	+ 149.7	— 8.9
Revenue per cargo-ton mile (pence)	94.9	84.2	100.0	— 11.3	+ 18.8
Passenger miles flown (thousand)	13,370.7	27,651.0	31,764.0	+ 105.3	+ 14.9
Passenger ton-miles (thousand)	1,271.9	2,607.0	3,066.0	+ 105.0	+ 17.6
Passenger Revenue (£N's thousand)	629.5	1,245.9	1,464.6	+ 97.9	+ 15.9
Revenue per passenger mile (pence)	11.3	10.8	11.1	— 4.4	+ 2.8
Total					
Completed flights (monthly average)	165.0	289.7	349.0	+ 75.6	+ 20.5
Total revenue (£N's thousand)	712.5	1,457.7	1,650.6	+ 104.6	+ 13.2

Source: Nigeria Airways Corporation, Lagos.

1 Revised.

2 Estimated.

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TABLE 17

COMPOSITE CONSUMER PRICE INDICES[1]

Lower-income group (Base: average 1960 = 100)

Item	1968 (1)	1969 (2)	1970 (3)	*Percentage change between* (2) & (1) (4)	(3) & (2) (5)
All-items	120.3	132.3	150.6	10.0	13.8
Accommodation	122.6	126.1	129.7	2.9	2.9
Clothing	137.7	148.4	160.6	7.8	8.2
Drinks	135.1	137.5	140.1	1.8	1.9
Food	112.6	133.9	164.4	18.9	23.5
Fuel and light	128.9	132.5	144.9	2.8	9.4
Other purchases	129.0	134.8	151.5	4.5	12.4
Other services	121.1	121.3	125.7	0.2	3.6
Tobacco and kolanuts ...	88.9	92.2	97.1	3.7	5.3
Transport	130.2	132.0	143.4	1.4	8.6

Source: The original price indices were obtained from the Federal Office of Statistics, Lagos.

1 Weighted average price indices for Benin, Ibadan, Ilorin, Kaduna, Kano, Lagos, Sapele, Warri and Zaria.

TABLE 18

CONSUMER PRICE INDICES

Middle-income group — Lagos (Base: average 1960 = 100)

Item	1968 (1)	1969 (2)	1970 (3)	*Percentage change between* (2) & (1) (4)	(3) & (2) (5)
All-items	131.3	139.7	152.7	6.4	9.3
Accommodation	133.1	141.2	146.8	6.1	4.0
Clothing	137.3	142.9	155.3	4.1	8.7
Drinks	141.3	145.9	147.2	3.3	0.9
Food	123.0	142.6	168.2	11.6	18.0
Fuel and light	117.7	124.5	146.4	5.8	17.7
Other purchases ...	123.3	126.3	144.6	2.4	14.6
Other services	150.5	146.9	147.3	—2.4	0.3
Tobacco and kolanuts ...	97.1	98.2	98.1	1.1	—0.1
Transport	128.3	127.9	130.5	—0.3	2.0

Source: Federal Office of Statistics, Lagos.

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CONSUMER PRICE INDICES

Lower-income group (Base: average 1960 = 100)

Item	Benin		Ibadan		Kaduna		Kano		Lagos	
	1969	1970	1969	1970	1969	1970	1969	1970	1969	1970
All items	135.0	172.8	135.6	141.7	135.2	144.8	124.3	133.7	135.7	153.7
Accommodation	99.6	99.6	100.5	106.5	101.1	101.1	100.9	100.9	142.0	147.0
Clothing	130.2	159.9	136.2	166.8	159.6	159.6	170.1	198.6	143.3	154.9
Drinks	115.6	142.8	130.9	124.7	137.0	138.5	135.9	125.5	131.0	154.3
Food	155.6	213.5	125.8	152.2	134.5	159.5	125.3	137.2	136.3	168.2
Fuel and light	149.6	187.1	124.3	148.7	157.1	125.4	134.2	122.3	127.4	144.9
Other purchases	131.1	165.3	151.9	157.5	150.3	173.5	135.0	160.3	130.2	144.5
Other services	141.7	166.2	142.9	121.2	127.3	131.5	107.5	111.1	124.2	139.5
Tobacco and kolanuts	75.7	76.1	92.5	91.6	98.7	85.7	99.9	96.4	95.4	105.9
Transport	130.1	141.8	132.1	147.2	120.0	135.8	109.2	140.4	134.9	142.0

Note: The consumer price indices prepared by the Federal Office of Statistics have 1953 as base year for Ibadan, 1957 for Benin and Kaduna, 1958 for Kano, and 1960 for Lagos. For the purpose of this Report, however, all the indices have been converted to a common base year (1960).

many of the commodities had been put under control. However, although food is heavily weighted in the consumer price index, the staple food items, which account for a very large proportion of the expenditure on food, were not, and probably cannot be easily, controlled.

In a further gesture to labour and the masses of the people, a Wages and Salaries Review Commission was set up by the Federal Military Government in July. The Commission was expected, among other things, to review the existing wages and salaries at all levels in the public services, statutory corporations and state-owned companies, and determine the area in which salaries, wages and other remunerations in the private sector can be rationalised and harmonised with those in the public sector. The Commission was empowered to make an interim award pending final recommendations.

In its first report, published in December, the Commission recommended the payment of a "cost of living" allowance of 1s. 7d. per day to daily-rated workers and £N2 a month for monthly-rated wage- or salary-earners whose annual income was £N500 or less, ante-dated to 1st April, 1970. In order to curb the existing inflationary situation, the Commission made a number of recommendations including measures for improving the effectiveness of the price control machinery.

Taslim Olawale Elias, Chief Justice of the Federation of Nigeria

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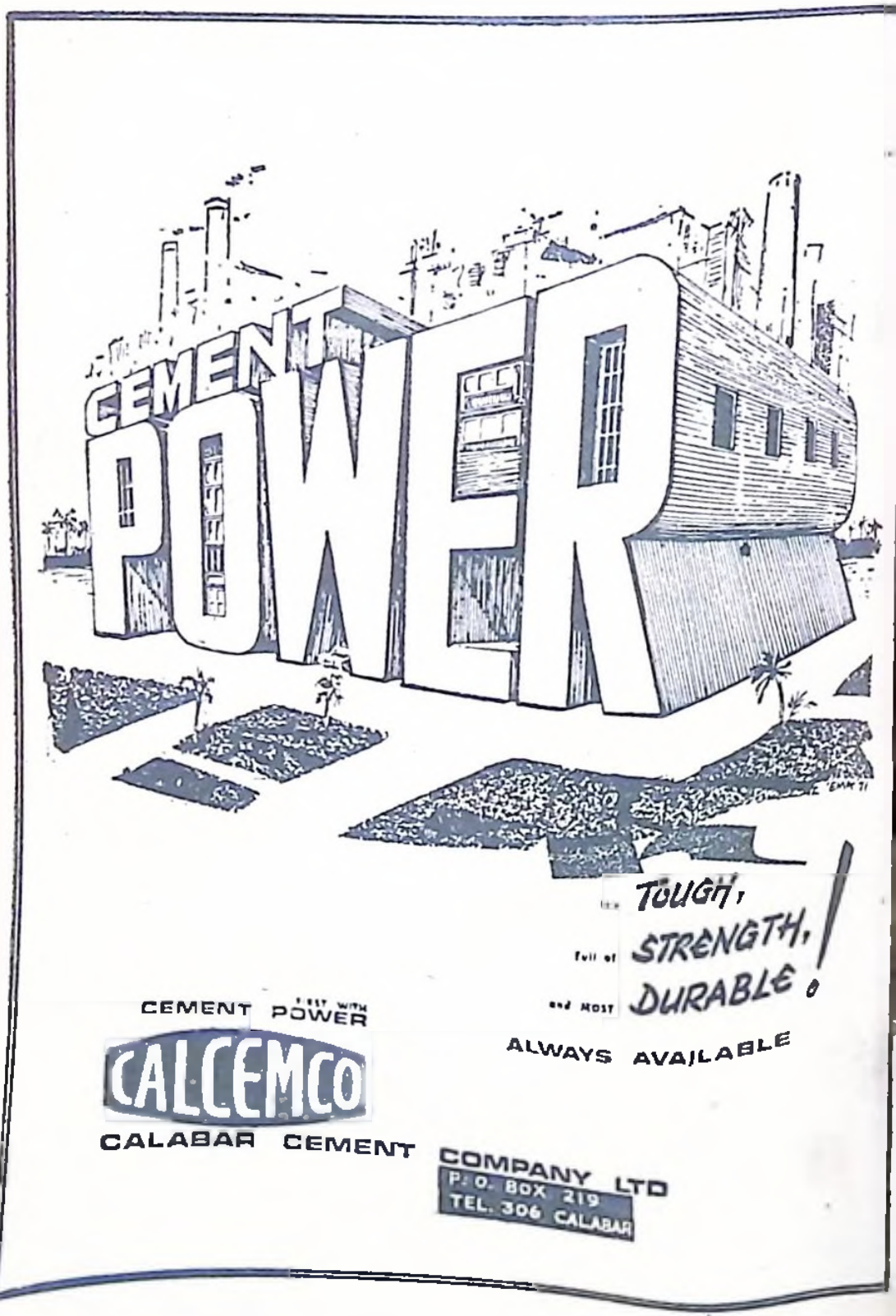
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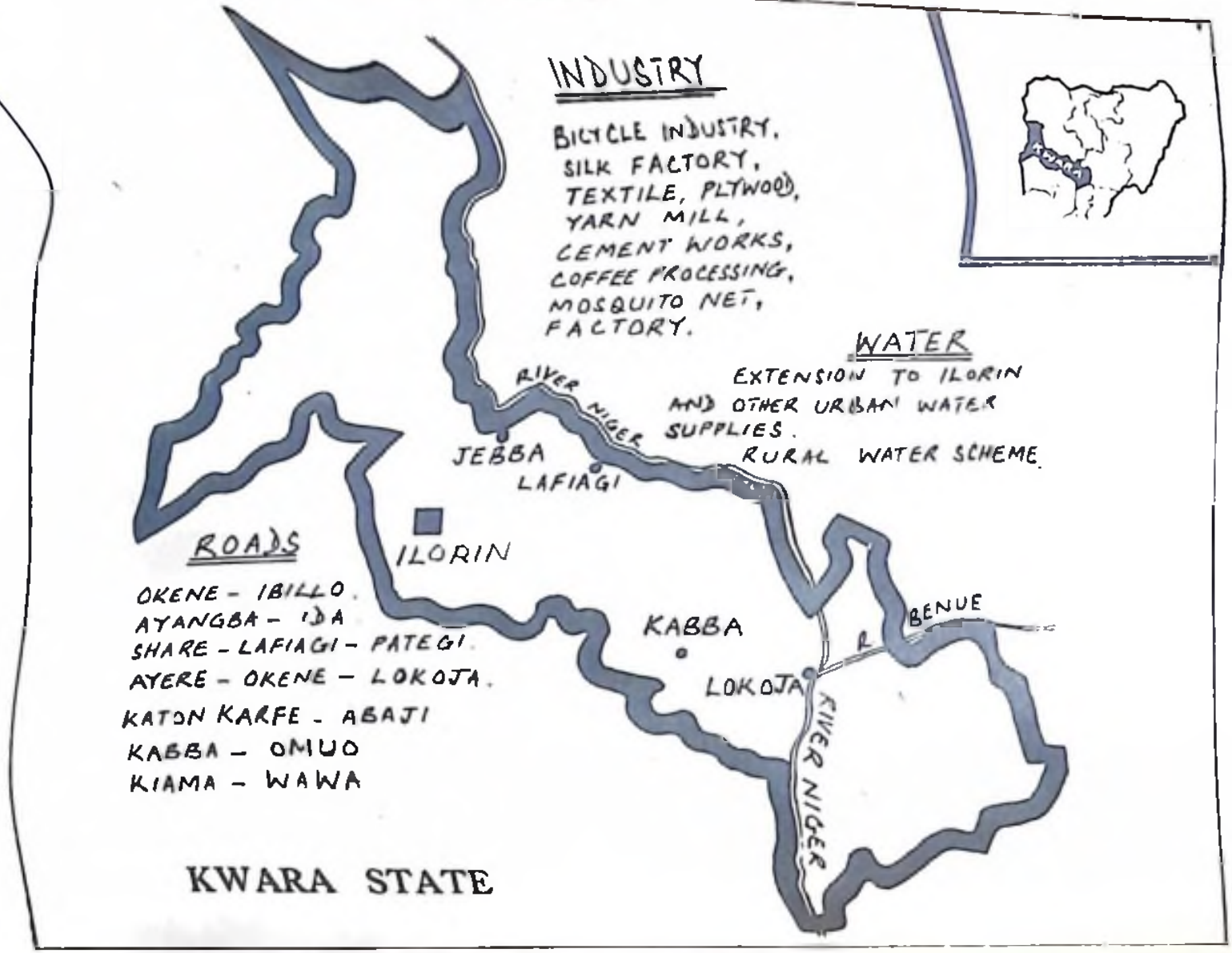
THE TWELVE STATES

The demand for the creation of more states in Nigeria started long ago. There had been long and sustained agitations among people from the minority areas that their interests were not adequately protected. Many Nigerian political leaders have also advocated in their writings and utterances the creation of more States for efficient administration, and to allay the fears of the minorities. Political parties which campaigned for the creation of States have won unexpected victories at regional and national elections in minority areas.

The pressure for more states was so great in fact that the British Government appointed the Willink Commission in 1958 to investigate in the three Regions making up the Federation at that time, the fears of the minorities about domination by the majority tribes. At that time the British Government pointed out that if new states were to be created, they must be given at least two years before independence could be granted to the country. Nigerian leaders in their desire to break this colonial yoke and attain self determination turned down this suggestion. They agreed, however, to provide for the creation of States in the Independence constitution.

In 1963, the Mid-Western Region was created in response to the long campaign of the minorities in the then Western Region. There were similar agitations in other minority areas of the Federation, particularly in the Rivers, Calabar-Ogoja, the Middle Belt (made up mainly of what is now Kwara and Benue-Plateau States) and Kano areas. But political considerations and the love of power by the majority tribes prevented the demands of these minority groups from being considered.

But the fears of the minorities did not abate and with the obvious imbalance of political power becoming more evident, the whole country realised the dangers this imbalance posed to the political, economic, and social stability of the country if it remained uncorrected for long. The Military regime saw its way more clearly than the politicians and decided to create new States.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BENUE
RIVER NIGER
KWARA STATE

KWARA STATE

Area: 28,672 sq. miles

Population: 2,406,265

State Capital: Ilorin (Population: 208,546)

Kwara is the home of Africa's newest and one of the world's largest dams. The £87.65 million Kainji Dam, is almost as long as Egypt's new Aswan Dam. In addition to providing enough hydro-electric power for the vast area of Nigeria and its environs, the Kainji Dam, forms a lake large enough to establish a fishing industry surpassing all in the rest of the Federation. It offers a vast opportunity for investment and is the key to extensive industrial development in Kwara State.

The State has iron ore deposits, estimated at over 260 million tons, located at Lokoja, Deposits at Okene have not yet been completely explored. Limestone, coal and marble are also available.

Industries at present in Kwara include cotton ginning, saw milling, oil milling, manufacture of cigarettes, matches, sugar and paper. Principal cash crops are cocoa, benniseed, cotton, coffee, palm oil, kernels and rice. Forest products include natural rubber, cane, kola-nuts, tobacco leaf and timber.

The Lagos-North trunk road and rail route traverse the State. Good telecommunications services connect Kwara with other parts of Nigeria. The Niger and Benue rivers link at Lokoja in the State.

The population includes Yorubas, Igbirras, Nupes, Hausas and Igalas. All live happily, following mainly Christian and Islamic faiths.

Ilorin, the State capital, is an ancient Yoruba town, noted for weaving, pottery works and other arts and crafts.

KANO STATE
ROADS
KUNYA – BABURA
MALLAM MADURI – NGURU
KANO – GWARZO
KANO
KANO : PROJECTS
1. TOWN PLANNING
2 WATER SUPPLY
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KANO STATE

Area: 16,630 sq. miles.

Population: 5,774,842

State Capital: Kano City (Population: 295,432)

Kano is the groundnut centre of Nigeria. It also produces a sizeable quantity of the cotton, cowpeas, wheat and tobacco.

One million cattle, 500,000 sheep and 2.5 million goats graze in the State's rich grass-lands. The meat products from these animals are used by the Nigerian Canning Company Limited to produce two million cans of corned beef, beef stew and a variety of Nigerian foods annually, as well as for export. Hides and skins, bone, and meat are also exported. Two big piggeries and some poultry farms near Kano City complete the area's livestock supply.

The State's mineral resources include tin, columbite and cassiterite.

Furniture, enamelware, cosmetics, mineral water, stationery, canvas shoes, metal works, leather shoes, groundnut products, soap, tyre-retreading, weaving, canning, dyeing, silver beating and pottery are the principal products.

The State is served by good telecommunications and transport systems linking it with every part of the Federation. Kano State has West Africa's busiest international airport, and is also renowned for its ancient walled city and caravan routes.

Gashua
ROADS
DAMATURU-GASHUA-GEIDAM
GOMBE - BUI - DAMATURU
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NORTH EASTERN
NORTH EASTERN STATE OF NIGERIA

NORTH EASTERN STATE

Area: 120,854 sq. miles.

Population: 7,815,443

State Capital: Maiduguri (Population: 139,965)

The North-eastern state is the largest in the Federation. Its administrative provinces are: Bornu, Bauchi, Adamawa and Sardauna. It has an unrivalled development potential. Opportunities for industrial and agricultural investment are many and varied. The sale of two main cash crops, cotton and groundnuts, accounts for an income of at least £8 million for producers in the State. Of this, 150,000 tons of groundnuts and 40,000 tons of seed cotton are exported each year, but the potential far exceeds these figures.

Major irrigated crops at present are wheat and rice but there are possibilities of growing a wide variety of additional crops. The State government encourages foreign investors to establish plantation farming either alone or in partnership with local enterpreneurs.

There is a promising future for gum arabic, arabica coffee, wood for timber, pulp and other wood-based industries on the Mambilla Plateau. There is also an abundance of fish in Lake Chad and the River Benue which require processing to meet the unsatisfied demand in the southern part of the country. Annual present catch is about 10,000 tons.

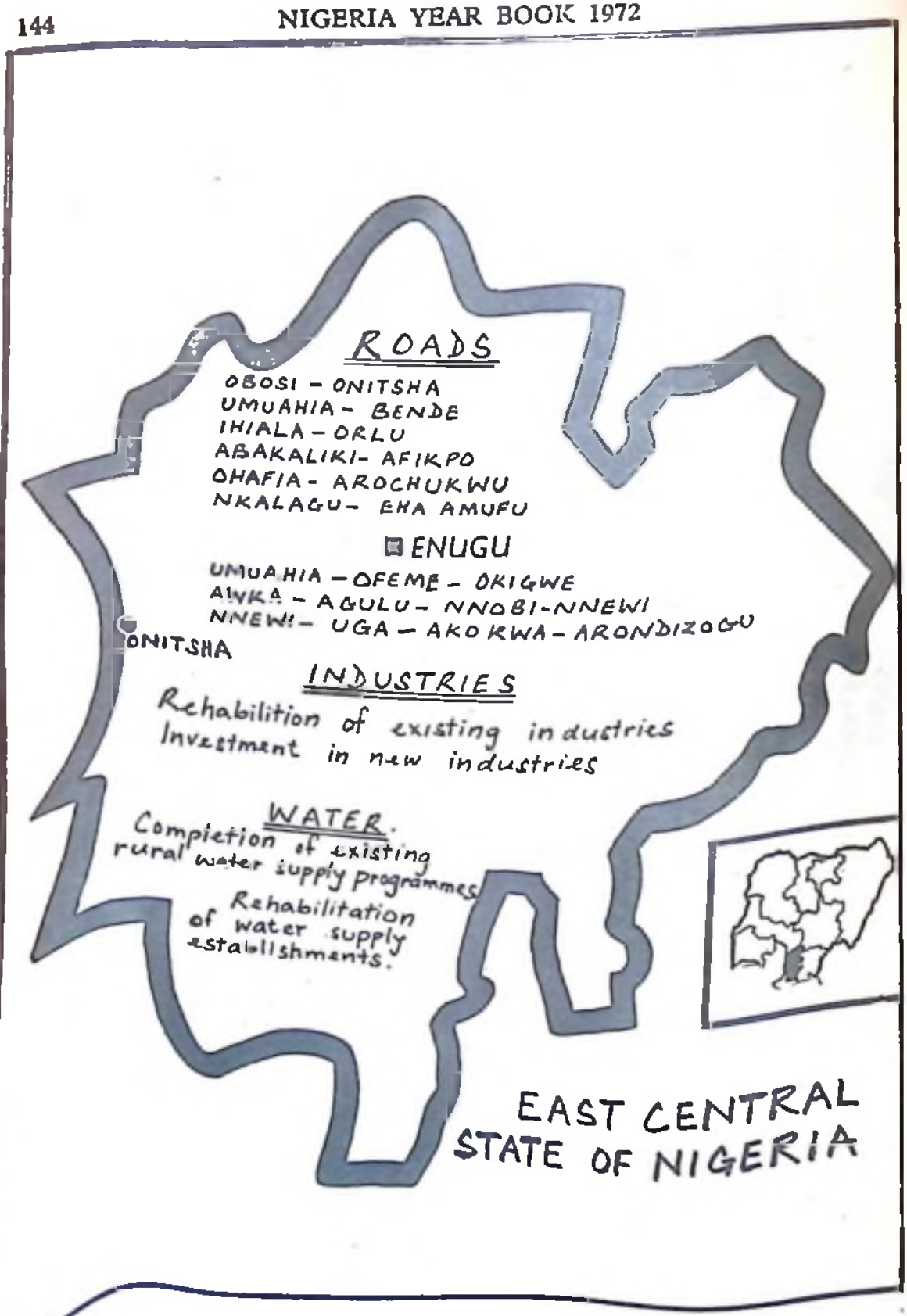
Almost half of Nigeria's livestock population is in the North-eastern State. This has formed the basis for the development of the Bauchi meat industry.

Limestone, cassiterite, liatominte, barite and graphite have been located in the State but have not yet been exploited. Tin is mined in isolated areas.

A rail extension to Bornu and a good network of roads linking the State with other states and inexpensive electricity provide the infrastructure for industrial development.

The State also possesses a great tourism attraction in Yankari, West Africa's only game reserve. This is a 720 square miles area. It has a wide selection of game ranging from lion to elephants, antelopes, monkeys and birds.

The State Capital, Maiduguri, is connected by air, rail and road to other state capitals of the Federation.


ROADS
OBOSI – ONITSHA
UMUAHIA – BENDE
IHIALA – ORLU
ABAKALIKI – AFIKPO
OHAFIA – AROCHUKWU
NKALAGU – EHA AMUFU
ENUGU
UMUAHIA – OFEME – OKIGWE
AWKA – AGULU – NNOBI – NNEWI
NNEWI – UGA – AKOKWA – ARONDIZOGU
ONITSHA
INDUSTRIES
Rehabilition of existing industries
Investment in new industries
WATER.
Completion of existing rural water supply programmes
Rehabilitation of water supply establishments.
EAST CENTRAL STATE OF NIGERIA

EAST CENTRAL STATE

Area: 8,746 sq. miles

Population: 7, 469,000

State Capital: Enugu (Population: 138,457)

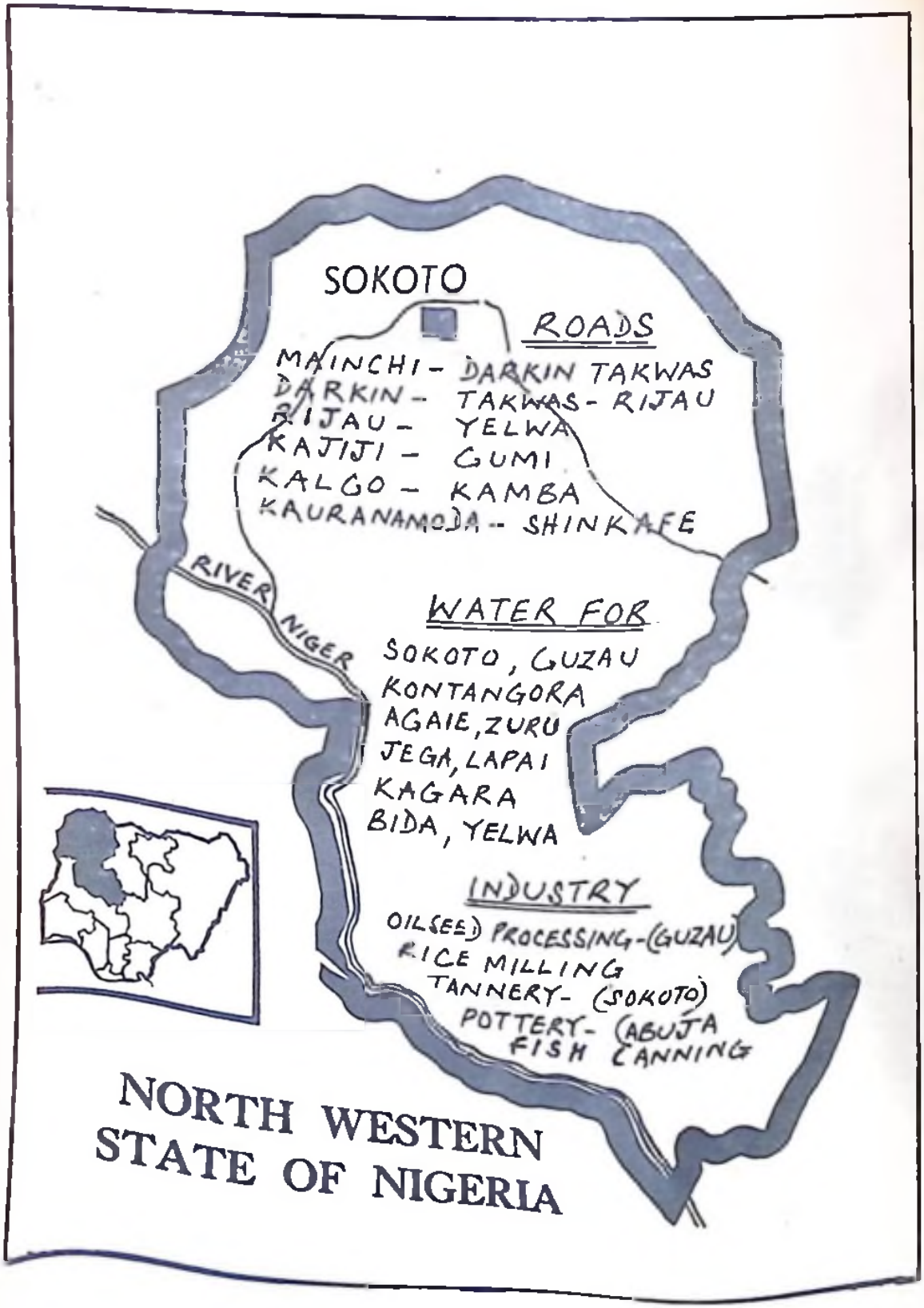
Like the other states within the 12-state structure of the Federation, the economy of the East Central State is diversified. The main export crops is palm produce. Because of its coal industry, Enugu, the State Capital, is often called the 'coal city'. Maximum coal production was attained in 1960 but reserves of coal at Enugu are estimated at 39 million tons, most of which goes to the Railway and Electricity Corporation of Nigeria. Other known mineral resources are crude oil, lead zinc, iron and limestone.

Yams, cassava, plantains and bananas, coco-yams, maize and citrus are produced for domestic consumption. Secondary industries include cement and asbestos pottery, oil processing, spinning and weaving, Akwete clothing assembly plants, boat building, tyre retreading, soap manufacture, steel fabrication and shoemaking. Terrazo tiles, mineral waters and beer are also produced in the State.

Enugu is best known as an administrative centre rather than a commercial one, although leading commercial firms have established offices there. On the other hand, Aba is highly industrialized and will continue to be the communications nerve centre of the State.

The £500,000 Onitsha market, damaged during the recent hostilities, is located at a strategic position on the River Niger making Onitsha an important commercial town, while the market itself was always one of the best and certainly the largest on the West African Coast.

Good rail, road and air systems as well as telecommunications services link the State capital with the rest of the Federation, oil wells around Owerri are being fully tapped.


SOKOTO
ROADS
MAINCHI - DARKIN TAKWAS
DARKIN - TAKWAS - RIJAU
RIJAU - YELWA
KAJIJI - GUMI
KALGO - KAMBA
KAURANAMODA - SHINKAFE
RIVER NIGER
WATER FOR
SOKOTO, GUZAU
KONTANGORA
AGAIE, ZURU
JEGA, LAPAI
KAGARA
BIDA, YELWA
INDUSTRY
OIL(SEE) PROCESSING - (GUZAU)
RICE MILLING
TANNERY - (SOKOTO)
POTTERY - (ABUJA
FISH CANNING
NORTH WESTERN
STATE OF NIGERIA

NORTH-WESTERN STATE

Area: 65,004 sq. miles.

Population: 5,733,296

State Capital: Sokoto (Population: 89,817)

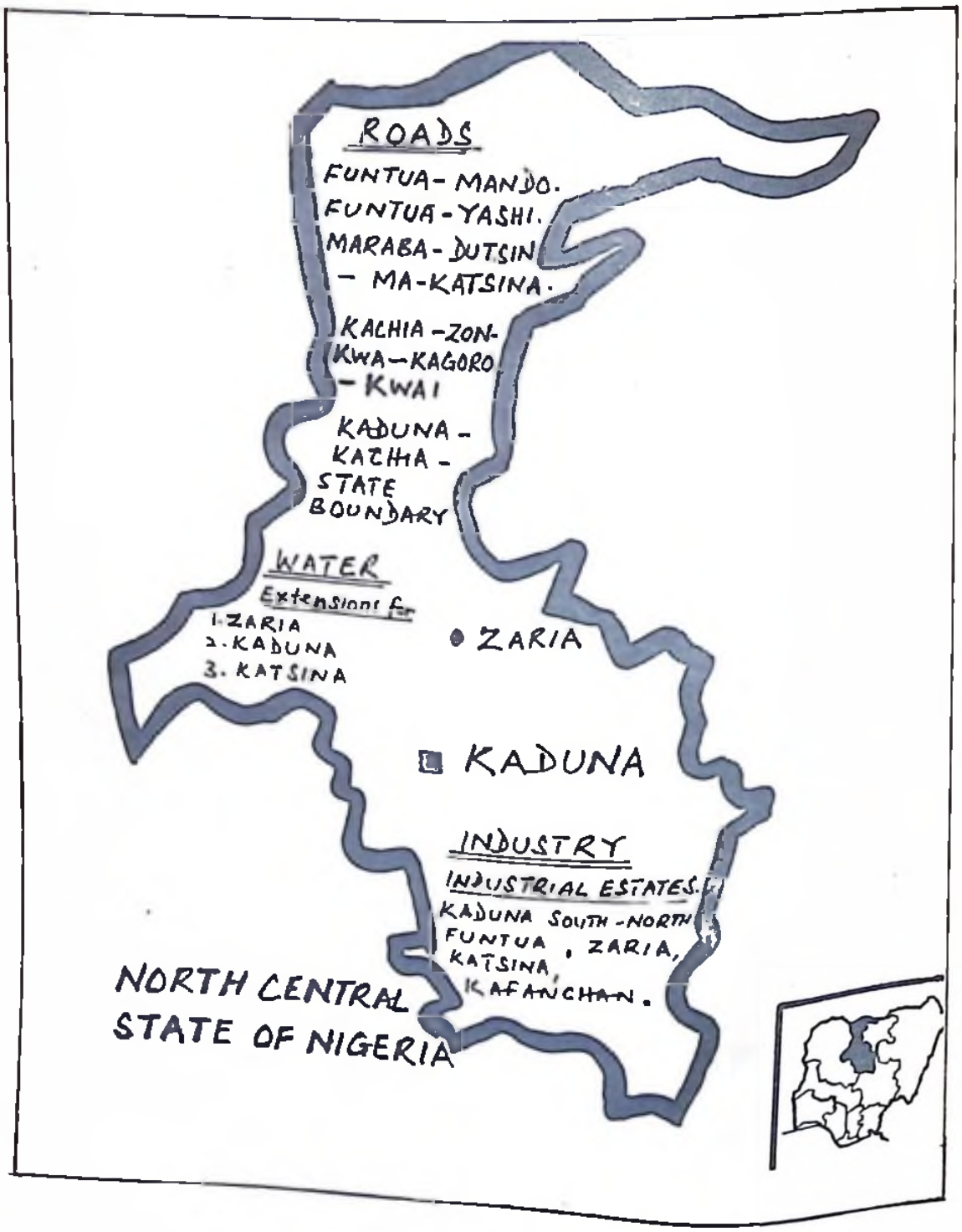
North-Western's extensively traditional industries have produced world-famous 'Morocco Leather' from its Sokoto goats' skins, Abuja pots and Bida brassworks and beads. Export crops are groundnut, tobacco, cotton, soya beans, and palm produce. Known mineral deposits in North-western State are gold, tin, and columbite, marble, graphite and limestone. The State's animal resources include cattle, sheep, goats, camels and pigs. The Nupes make well-known shea-butter.

The State is the home of the modern Kalambaina cement factory at Sokoto. Textile manufacture, pig farming, glass works, leather works, tanning, weaving and fishing also contribute to the economy of the State. Abuja Pottery Training Centre has received students from various parts of the world, including Britain, New Zealand, Uganda and Ghana. The State's tobacco leaf production and rice plantations have a promising future. Industrial expansion in North-western State will be further enhanced with building of the Shiroro Gorge hydro-electric network. The Sokoto Rima Valley project, jointly sponsored by the Nigerian Government and the Food and Agricultural Organisation (FAO) will supply basic data for soil and water resources aimed at improving agriculture in the valleys.

Sokoto, the State capital, was the heart of the historic Fulani empire and seat of Sultan 'Sarkin Musulmi' (Head of Muslims) of the old Western Sudan. Good road, river and air transport as well as telecommunications connect Sokoto with the rest of the State and other parts of the Federation.

With the completion of the Kainji Dam and the quay at Yelwa river, transportation on the Niger from Jebba and Yelwa then on to neighbouring countries has improved.

The State has potential tourist attractions in the annual Argungu Fishing Festival and numerous traditional dances and festivities.


ROADS
FUNTUA - MANJO.
FUNTUA - YASHI.
MARABA - DUTSIN - MA-KATSINA.
KALHIA - ZON-KWA - KAGORO - KWAI
KADUNA - KATHA - STATE BOUNDARY
WATER
Extensions for
1. ZARIA
2. KADUNA
3. KATSINA
ZARIA
KADUNA
INDUSTRY
INDUSTRIAL ESTATES
KADUNA SOUTH - NORTH
FUNTUA, ZARIA, KATSINA, KAFANCHAN.
NORTH CENTRAL STATE OF NIGERIA

NORTH CENTRAL STATE

Area: 26,949, sq. miles

Population: 4,098,305

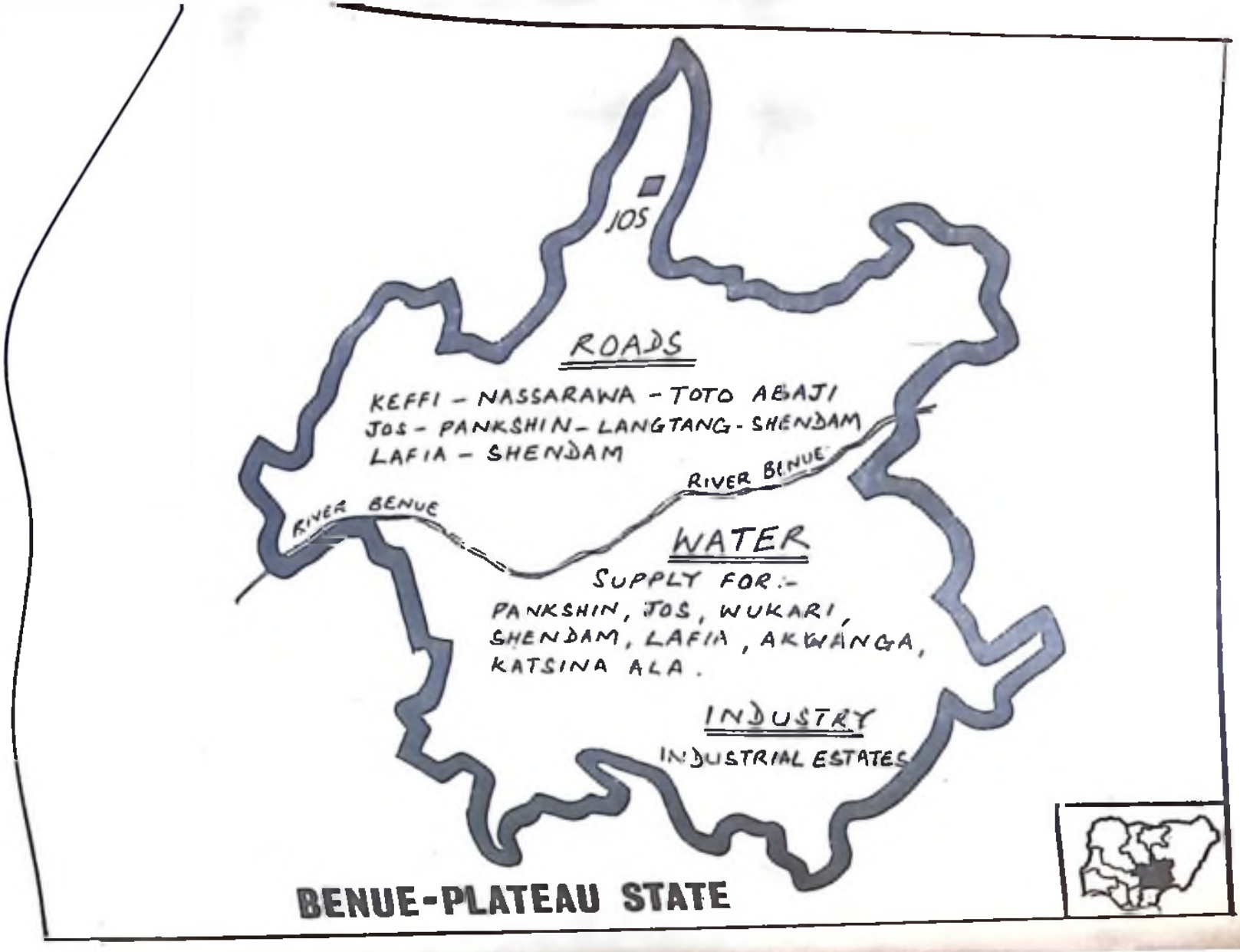
State Capital: Kaduna (Population: 149,910)

Cotton is the State's main product. Farmers of North Central State produce more cotton per head than their counterparts anywhere else in the Federation. Another important cash crops for the State is groundnuts. Tobacco is cultivated in commercial quantities and increasing importance is being attached to 'Kenaf' for the production of ribbon and nethed fibre for the sack factory in Benue-Plateau State. Hides and skins are exported and sugarcane is grown extensively. Mineral resources include gold, assiterite, amethyst and molybdenite. Investigations are underway to ascertain the extent and quality of uranium, mica, kyanite, columbite and silica sand.

Giant factories in Kaduna produce textiles alongside the Federation's ordinance factory. Brewery and petrol depots are also situated in Kaduna. Cotton gins, tobacco leaf drying plants, cigarette and vegetable oil factories, a colour printing press; bicycle assembly plants and groundnut mills also operate in this State.

The North Central State is served by modern telecommunications and transportation which connect the State to all parts of the Federation. Kaduna is a well planned town served by a radio and TV network; Ahmadu Bello University is situated in Zaria; historic Hausa town in the State.

The State also has tourist attractions, elephant ranges, scenic features and relics of ancient Hausa civilization. Kaduna's 78 room Hamdala Hotel is centrally air-conditioned.



BENUE-PLATEAU STATE

BENUE-PLATEAU STATE

Area: 41,844 sq. miles

Population: 4,009,408

State Capital: Jos (Population: 90,402)

Benue Plateau produces more than 80 per cent of Nigeria's tin, helping to make Nigeria the sixth largest producer in the world. Other minerals produced in the State are columbite (over 80 per cent of world output), lead zinc and salt. Hides and skins are among the State's other major export products.

Export crops include soya beans, palm products, cotton, groundnuts, benniseed and ginger.

The Tivs form the bulk of the State's population. Their main occupation is farming but the people also engage in fishing on the River Benue, which is the State's main 'highway'. Boat building, cotton ginning, dairy farming, saw-milling, tyre retreading, fish farming, sack making and tin smelting are all found in the Benue Plateau.

Good rail, road and air services connect the State with the rest of the country; telecommunications services are extensive.

State Capital, Jos has a Tin-mining centre as well as museum, housing ancient sculptures including well-known Nok terra-cottas. It is a beautiful garden city high on a plateau, whose cool, non-tropical climate has attracted people from all parts of the globe.

The State derives its name from two geographical features in the State; the River Benue which divides it into two; and the Highlands (plateau) in the north.

INDUSTRY

TOMATO PROCESSING
POTTERY AND CERAMICS
TILES
STARCH INDUSTRY
INDUSTRIAL ESTATES

ROADS

1. APAPA - OJO - BADAGRY
2. IKORODU - EPE
3. OJA - IBAGBADORE - EGAN - IDOWU - AKOWONJO AGEGE
4. MOSAFEJO - ARADAGUN - ILADO HEKE - IWORO
5. IKORODU - GBOGBO - BAIYEKU
6. LAGOS NORTHERN FORESHORE RING ROAD
   ERIC MOORE - APAPA ROAD
   MOROCCO - CLARK - AKOKA

WATER

LAGOS SEWERAGE SCHEME
RURAL WATER SCHEME
EXPANSION OF WATER SUPPLY SCHEME

LAGOS STATE

LAGOS STATE

Area: 5,747 sq. miles

Population: 1,433,567

State Capital: Lagos City (Population: 665,246)

The Lagos State has been aptly described as the 'Gateway' to the Federal Republic of Nigeria and because of its increasing importance has become Nigeria's gateway to the world and the fountainhead of its modern culture.

The Lagos State include the nation's capital, Lagos City, and the old colony provinces of Ikeja, Epe and Badagry Divisions.

Historically, Lagos Island was settled by elements from the Nigerian hinterland seeking refuge from more powerful neighbours in early modern times particularly during the age of discovery. It became a port of call for Portuguese merchants who later christened it (Lagos de Curamo) because of its prominence during the slave trade in the seventeenth and eighteenth centuries.

Today, Lagos State is the commercial and industrial centre of Nigeria and as the nation's chief port, handles the greatest percentage of the country's export and import.

As the national capital and chief port, the principal city of Lagos is the hub of the nation's public and business administration. The increasing importance of Lagos in Nigeria's development can hardly be overstated. Its role in the Government of Nigerian nationhood and constitutional development is already noted. Above all, there is its spirit of tolerance and 'Nigerianess' which proclaims it a place where people from all states and all nations live and work in peaceful harmony.

RIVERS STATE
WATER
IMPROVEMENT TO P.H. WATER SUPPLY.
URBAN AND RURAL WATER SUPPLY
ROADS
PORT HARCOURT - ELELE - AHOADA
ELELENWA - BORI - KONO
AHOADA - YENAGOA
AHOADA - OMOKU
YENAGOA - OLOMORI - NEMBE
IGBOGENE - POLAKU - OZM
SURVEY OF NEW ROADS
PORT HARCOURT.
INDUSTRY
CASSAVA STARCH FACTORY
BICYCLE MANUFACTURE
DISTILLERY (HOT DRINKS)
FISH NETS & FISHING EQUIPMENT
WOODEN FURNITURE FOR EXPORT

RIVERS STATE

Area: 7,008, sq. miles

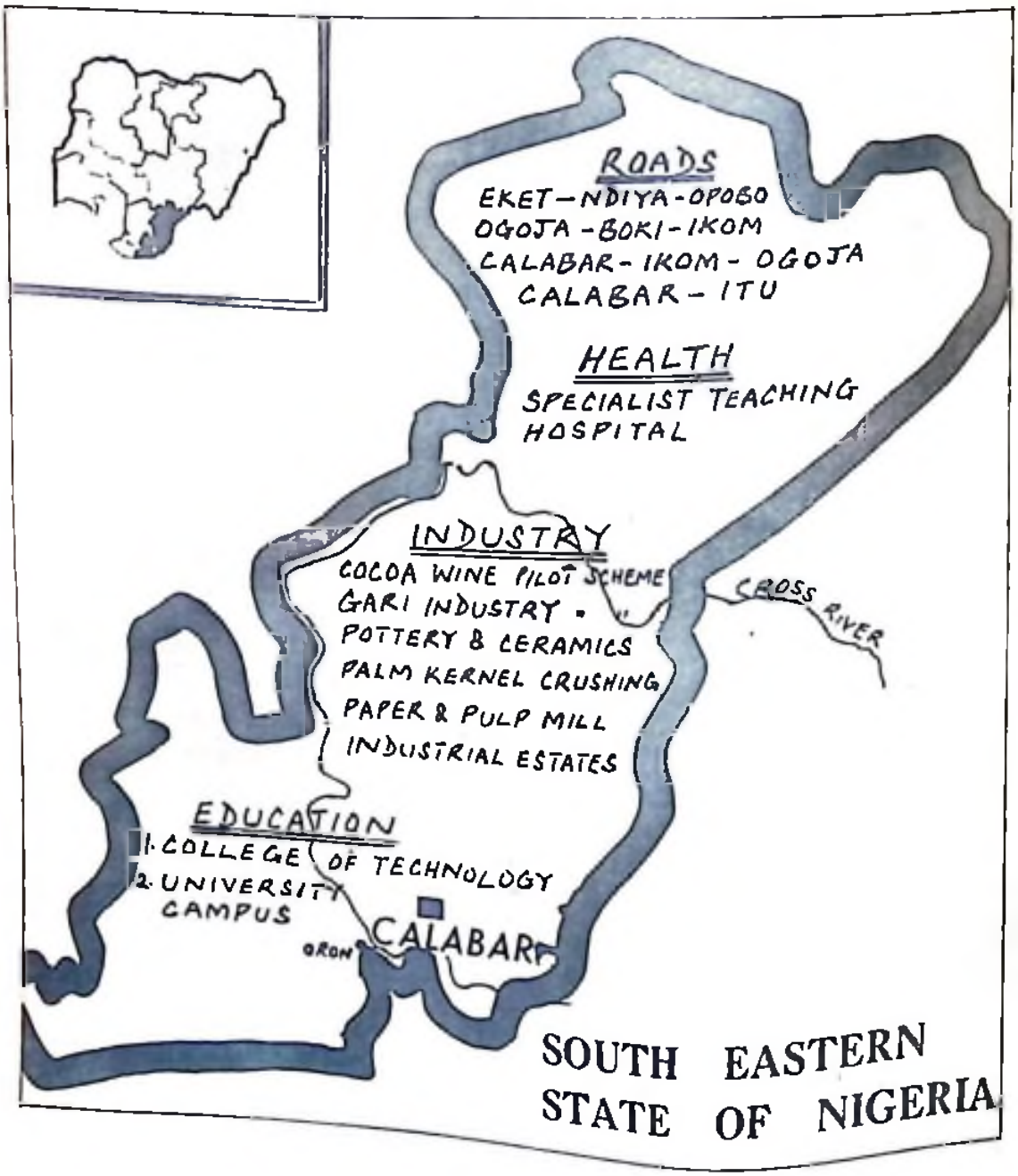
Population: 1,544,314

State Capital: Port Harcourt (Population: 179,563)

The oil-rich Niger Delta, largest in Africa, is the preponderant area of the State. The Rivers State produces over 60 per cent of the Federation's oil output, which rates thirteenth in the world. The State's natural gas deposits are among the world's largest. Rubber, oil palm, coconut and rafia are cultivated as export crops. Timber is also produced. Great potentialities exist for production of sugar-cane, peanuts, rice, vegetables and citrus fruits. The State's oceanographic and river resources are largely unexploited, especially the limitless possibilities for commercial fish production.

About one-third of the State's land area is covered by mangrove forests yet to be tapped for industrial and commercial purposes. The State capital, Port Harcourt, is the nation's second largest port, and is a major factor in oil export. Its industrial plants include £10.5 million oil refinery, and petroleum wells and factories for the manufacture of metal doors, windows, tyres and tubes; soap, underwear, lumber and furniture, boats, lime cement, terrazzo, cigarettes, aluminium products, soft drinks, industrial gas and clinker grinding.

The many rivers and interlocking waterways provide facilities for inexpensive and easy transportation by water, both for distribution of manufactured goods and local produce, and for a system of communications to stimulate trade and development in the State. Vast opportunities for tourism and development of a tourist industry abound.


ROADS
EKET–NDIYA-OPOBO
OGOJA -BOKI-IKOM
CALABAR- IKOM- OGOJA
CALABAR- ITU
HEALTH
SPECIALIST TEACHING HOSPITAL
INDUSTRY
COCOA WINE PILOT SCHEME
GARI INDUSTRY
POTTERY & CERAMICS
PALM KERNEL CRUSHING
PAPER & PULP MILL
INDUSTRIAL ESTATES
CROSS RIVER
EDUCATION
1. COLLEGE OF TECHNOLOGY
2. UNIVERSITY CAMPUS
CALABAR
ORON
SOUTH EASTERN STATE OF NIGERIA

SOUTH EASTERN STATE

Area: 13,730 sq. miles

Population: 4,626,317

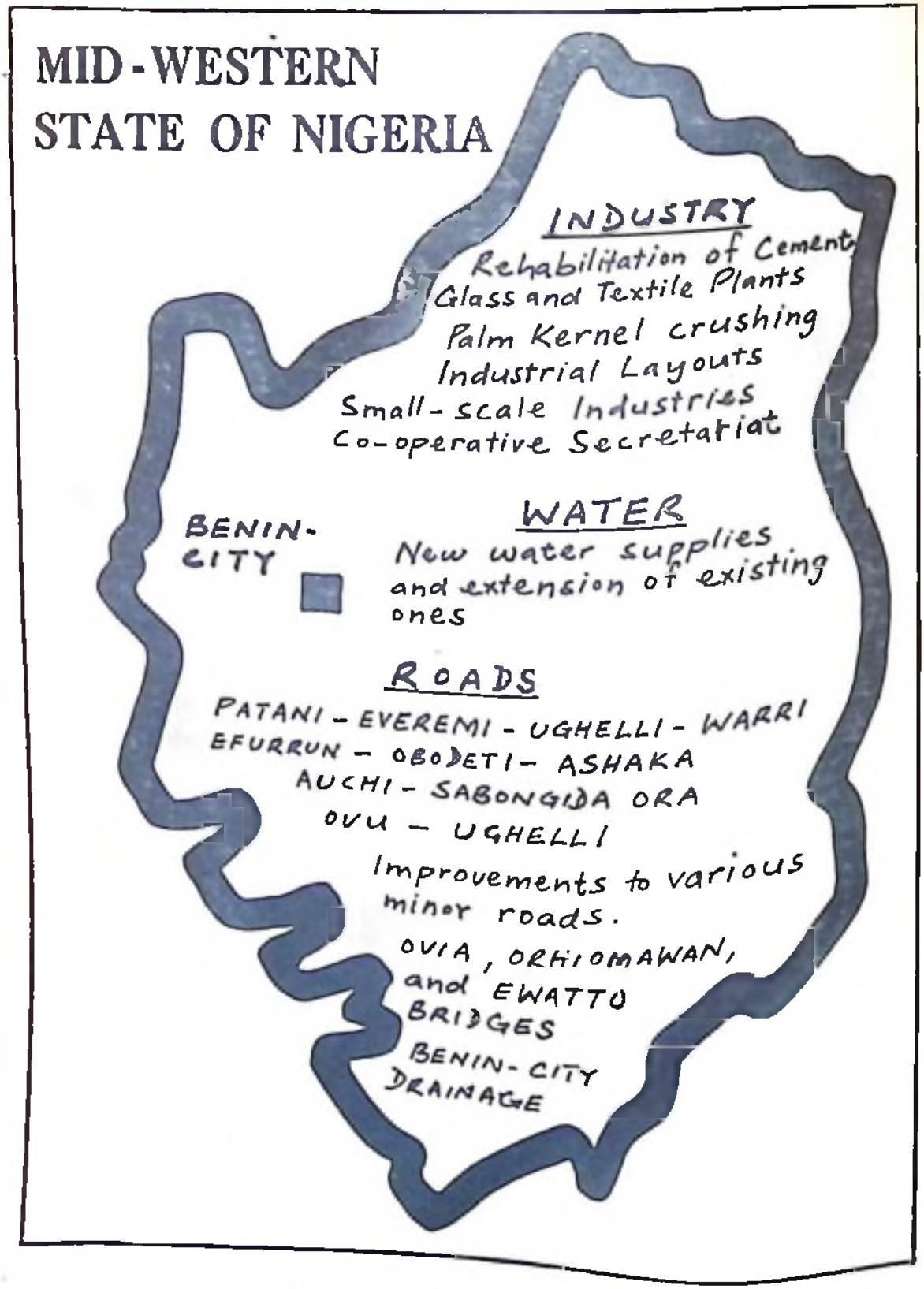
State Capital: Calabar (Population: 76,418)

South-eastern State's chief cash crops are palm kernels and palm oil. Cocoa, peanuts, benniseeds, piassava, soya beans, coconuts, cashewnuts and kolanuts are also cultivated in commercial quantities, as are yam, cassava, maize, rice, coco-yams, plantains, bananas, tomatoes, okro, melons, pineapples, chillies, garden eggs, sweet potatoes, paw-paws and citrus fruits.

The State has extensive untapped forest resources, including rubber. The high plateau in Obudu is tsetse-free, and suitable for cattle raising. Its cool, non-tropical climate invites tourism as do the beautiful sandbanks of Ibene off the Atlantic shore.

The sea, rivers and creeks which abound in the State are suitable for the development of commercial fishing. Minerals known to exist in the State are crude oil, tin ore, lead, zinc, limestone, gas and salt. Industries in the South-eastern State include timber production, rubber processing, saw-milling, palm oil processing, dairy farming, boat building and repairing, cement manufacture, banking, furniture manufacture and commercial fishing.

The State Capital, Calabar, is one of the Federation's main ports. It is rich in cultural herritage, has a modern airport, and is linked to the rest of the State and other main towns in Nigeria by roads, sea, rivers and telecommunications systems.


MID-WESTERN
STATE OF NIGERIA
INDUSTRY
Rehabilitation of Cement
Glass and Textile Plants
Palm Kernel crushing
Industrial Layouts
Small-scale Industries
Co-operative Secretariat
BENIN-CITY
WATER
New water supplies and extension of existing ones
ROADS
PATANI - EVEREMI - UGHELLI - WARRI
EFURRUN - OBODETI - ASHAKA
AUCHI - SABONGIDA ORA
OVU - UGHELLI
Improvements to various minor roads.
OVIA, ORHIOMAWAN, and EWATTO BRIDGES
BENIN-CITY DRAINAGE

MID-WESTERN STATE

Area: 15,344 sq. miles

Population: 2,535,839

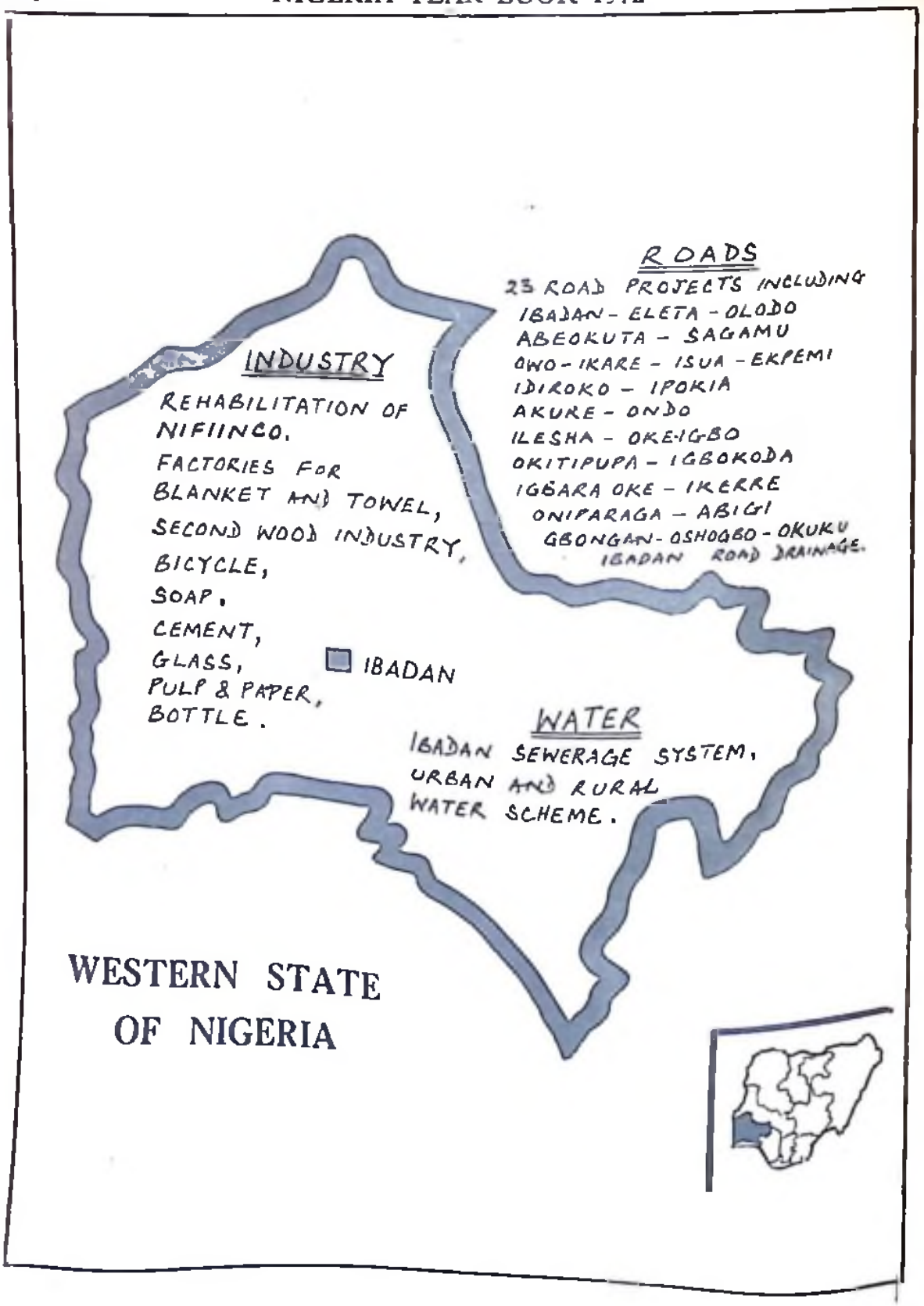
State Capital: Benin City (Population: 100,694)

Situated in south-western Nigeria, the Mid-western State is bounded on the north by Kwara State, on the south by the Bight of Benin, on the east by the East Central and Rivers State and on the west by the Western State.

It produces about 80 per cent of the country's rubber and crepe, supplies over 80 per cent of Nigeria's total timber and 35 per cent of the nation's crude oil. Other resources include natural gas, limestone and lignite. The leading industries are glassware, carving, sawmilling, boat building, palm oil processing, cement and textile production.

The Mid-western State was formerly part of the Western Region. It became an autonomous unit of the Federation on August 9th, 1963. The ethnic groups are Edos, Urhobos, Itsekiris, Ibos and Ijaws. Christianity and Islam are the principal religions.

Benin City is world-renowned for its famous bronzes, brass and ivory works of art which are to be found in museums all over the world. The State is linked with other parts of the Federation by a network of roads, air transport, telephones and telegraphic services.


ROADS
25 ROAD PROJECTS INCLUDING
IBADAN - ELETA - OLODO
ABEOKUTA - SAGAMU
OWO - IKARE - ISUA - EKPEMI
IDIROKO - IPOKIA
AKURE - ONDO
ILESHA - OKE-IGBO
OKITIPUPA - IGBOKODA
IGBARA OKE - IKERRE
ONIPARAGA - ABIGI
GBONGAN - OSHOGBO - OKUKU
IBADAN ROAD DRAINAGE.
INDUSTRY
REHABILITATION OF NIFIINCO.
FACTORIES FOR
BLANKET AND TOWEL,
SECOND WOOD INDUSTRY,
BICYCLE,
SOAP,
CEMENT,
GLASS,
PULP & PAPER,
BOTTLE.
IBADAN
WATER
IBADAN SEWERAGE SYSTEM,
URBAN AND RURAL
WATER SCHEME.
WESTERN STATE
OF NIGERIA

WESTERN STATE

Area: 29,100 sq. miles

Population: 9,487,526

State Capital: Ibadan (Population: 627,379)

The Western State abounds in a wide variety of natural resources — fertile agricultural land, mineral deposits, rivers, creeks and access to the ocean fishing. The State is the world's largest producer of cocoa. Its forests account for more than 40 per cent of the timber exported from Nigeria. It also exports rubber, palm oil, coffee and grapefruit. Cotton and kenaf are widely cultivated for domestic use.

Industrial products include vegetable oils, cocoa butter, beer, textiles, asbestos cement sheets, cement, plastic goods, aluminium ware, fibre bags, cigarettes, canned fruits, soft drinks and modern boats. Mineral deposits include limestone, clay, lignite, oil and gas, gold, tin, columbite-tantalite, phosphate, tar-sand and stone, coal and peat, talc and sillimanite.

The establishment of new industrial centres available to Nigerian and foreign industrialists as well as the introduction of new industrial projects are given priority in the State Government's development programme. Under this programme an excellent industrial climate has been created for foreign and indigenous investments.

Education is heavily subsidized by the State Government, accounting for over 40 per cent of its annual expenditures. There are two universities — University of Ife, (State owned) and the University of Ibadan, established by the Federal Government.

An extensive network of fully-equipped hospitals, clinics, maternity homes, health centres, and various other medical and health facilities serve the State.

Pipe-borne water, electricity and modern roads are available in many parts of the State. There are also luxurious hotels, catering rest houses, and an all-purpose Sports Stadium.

Ibadan is a bustling commercial centre linked with many other centres in the state and with Lagos by direct trunk telephone as well as rail, road and air transport facilities.

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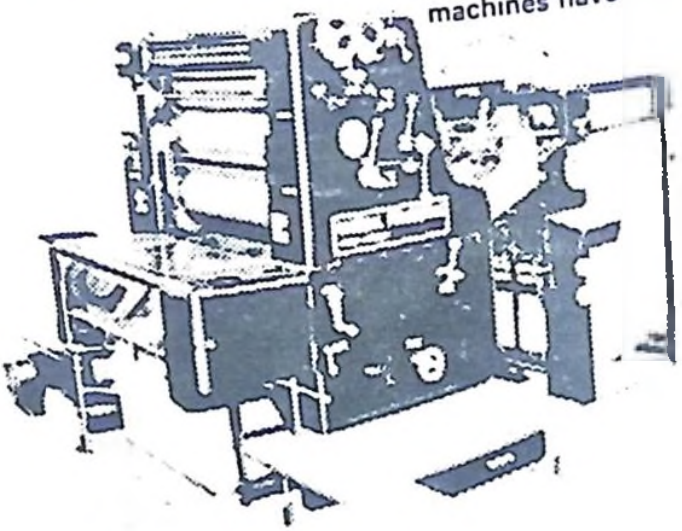

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PUBLIC HEALTH

The planning and provision of medical and health services in Nigeria are the responsibilities of the Federal and State Governments, and the local authorities. The aim of the governments is not only to provide these services but also to educate the people to make the fullest use of them.

FEDERAL AND STATE INSTITUTIONS

Each of the 12 States of the Federation has a Ministry of Health which caters for public health, state-owned hospitals and other public health institutions. The State's Ministry of Health is also responsible for the training of personnel in various State-owned health institutions.

In some cases, Local Authorities share public health administration with the State's Ministry of Health, Local Authorities are often responsible for sewage, disposal of refuse, cleaning of streets and other sanitation matters in a particular town or province.

Before the creation of the Lagos State, the Federal Ministry of Health was responsible for the provision of hospitals and other medical facilities in Lagos. These functions have now been passed to the Lagos State. The Federal Ministry of Health now exists to co-ordinate medical and health services throughout the country as well as provide a link between Nigeria and medical, health institutions and organisations throughout the world.

PRIVATE HOSPITALS

In addition to Government hospitals, there are many private hospitals, clinics, dental centres, eye clinics and other health institutions run mainly by private doctors. The private health institutions include Mission hospitals and those of commercial firms.

Public health services of the Federal and State Governments include the provision of hospitals, health centres (mainly for out-patients) maternity and child welfare clinics, mental homes, infectious diseases hospitals and treatment centres, and settlements for the cure and rehabilitation of lepers.

PREVENTIVE SERVICES

The prevention of diseases is regarded by the Federal and State Governments as vital to the efficient development of medical and health services in the country. Health education is provided at Federal and State levels in schools, hospitals and health centres.

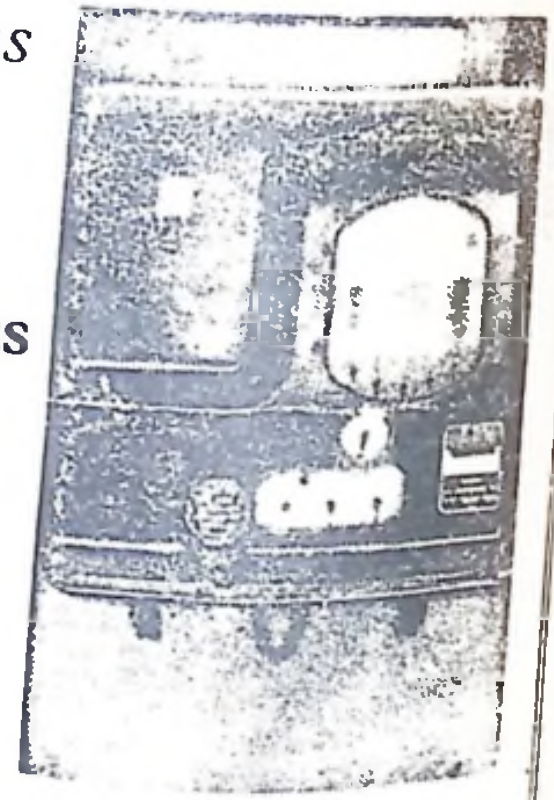
The Federal Malaria Service in Lagos has for many years been making research into the deadly disease of malaria and its prevention. Smallpox which used to be a scourge in this part of the world will soon be completely

THEY BELIEVE IN US

* OUR PROPOSERS
* OUR CUSTOMERS
* OTHER COMPANIES

NOT TO TALK OF OUR RESPECTED FIELD UNIT

WE TOO BELIEVE IN OURSELVES



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wiped out through intensive vaccination campaign organised by the Federal Government in collaboration with the World Health Organisation.

The prevention and eradication of tuberculosis are among the priorities in the medical and health service programme of the country. The Federal Government has established a Tuberculosis Service Centre in Lagos.

Birth registration is compulsory in Lagos. All babies born in Lagos receive B.C.G. vaccinations either in maternity hospital, the infants welfare clinic or the Birth Registry before their births are registered. School children are also regularly examined at the Centre to ensure that they are free from tuberculosis.

International regulations require all passengers arriving in Nigeria to possess valid certificates of vaccination against smallpox. Nigerian regulation require all passengers leaving Nigeria to have valid certificates of vaccination against smallpox and yellow fever. The validity of a smallpox vaccination certificate is three years while that of yellow fever is valid for six years.

MEDICAL TRAINING CENTRES

Personnels for the medical and health services of Nigeria are trained in Nigeria and abroad. There are today two university teaching hospitals located at Lagos and Ibadan for the training of doctors, medical technologists, nurses and other medical personnels. Plans have also been made for the establishment of teaching hospitals in the other four universities of Ife, Zaria, Nsukka and Benin.

In addition to the nursing schools attached to the teaching hospitals, there are many other institutions for the training of nurses and midwives all over the country.

For several years, the training of pharmacists in Nigeria has been undertaken at Government pharmacy Schools and most of the pharmacists in the country today are products of these schools, although some Nigerians have also qualified as pharmacists from overseas institutions. A Department of Pharmacy is at the University of Ife offering degree courses in pharmacy.

In 1963 a government pharmaceutical laboratory was established in Lagos to manufacture drugs. This laboratory now manufactures tablets (including chloroquine, codeine, sulphonamides and vitamins) syrups, injections and ointments, from imported raw materials.

A number of companies have also established factories in Nigeria for the manufacture of drugs and pharmaceutical preparations.

All chemist shops must be registered and supervised by a pharmacist. Only registered shops with pharmacists are allowed to stock and sell certain types of medical preparations, particularly those requiring a doctor's prescription for their application.

The importation and exportation of certain classes of drugs and medicines are regulated by law.

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TAYLOR WOODROW

LAGOS STATE

Health services in the Lagos State are provided by the Lagos State Ministry of Health; the Public Health Department of the Lagos City Council and the Lagos Authorities in other administrative divisions in the State; the Lagos University Medical School and Teaching Hospital; and private medical practitioner service.

The State's Ministry of Health takes charge of Government owned health institutions such as:

The General hospitals, the Creek hospital (outpatient unit), the Yaba Mental Hospital, the Lagos Island Maternity Hospital, the Children Hospitals, the Infectious Disease Hospital and other medical and health units located in different parts of the State.

The Public Health Department of the Lagos City Council deals with environmental sanitation, food inspection eating premises, health education, family planning, domiciliary midwifery service, inspection of houses, infant welfare, control of malaria, care of the aged and control of infectious diseases. To do these effectively, the Lagos City Council has Health Inspectors, Welfare Officers, Health Superintendents, Health Sisters, Health Visitors, Community Nurses and Health Assistants.

HOSPITAL SERVICES

These services are placed directly under the Deputy Chief Medical Adviser who controls and directs duties in the hospitals, units and dispensaries.

The General Hospital in Lagos provides a 24 hour service in the casualty department, and normal day service at the outpatient department and specialist clinics, such as surgical, medical, ear, nose and throat, eyes, skin and venereal diseases units.

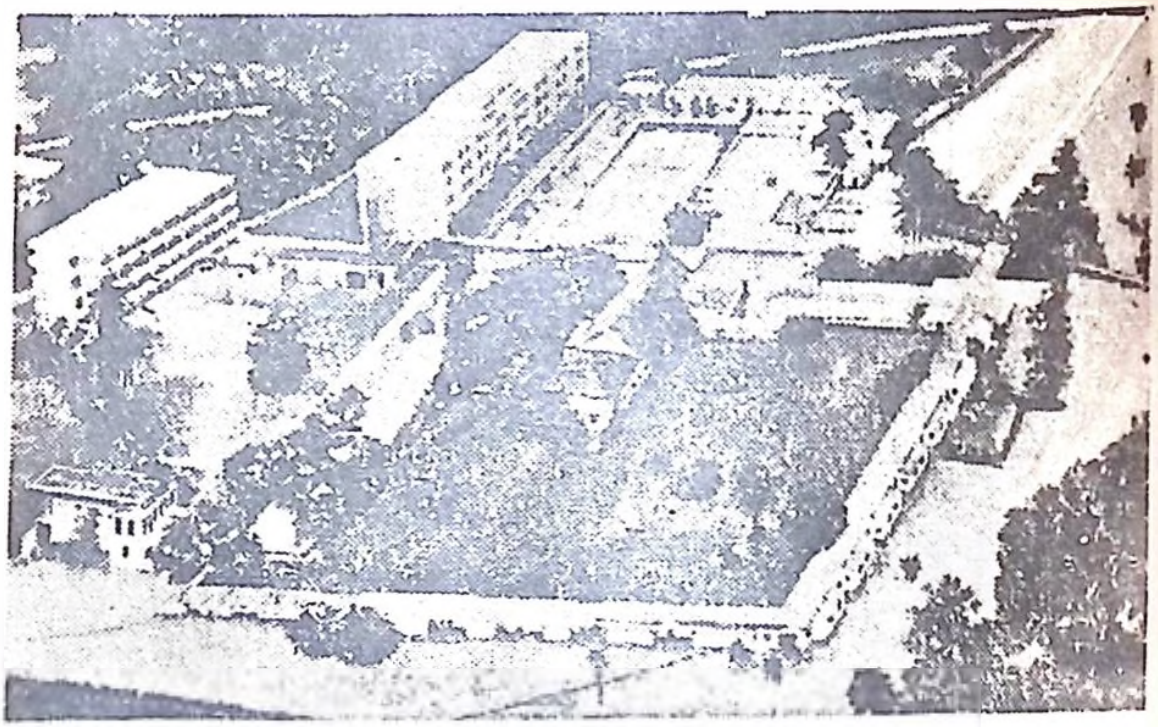
The Massey Street Children's Hospital works in conjunction with the paediatric section of the Lagos University Teaching Hospital and gives medical attention to children who are mostly under five.

The Orthopaedic Hospital, Igbobi, deals mainly with accident and orthopaedic cases. A large physiotherapy section is provided to rehabilitat patients.

The Mental Hospital, Yaba, takes care of mental cases under the supe vision of specialists.

The Lagos Island Maternity Hospital holds antenatal clinics. Abo 60 deliveries a day are made by midwives under the supervision of medi specialists. Facilities are available for dealing with complicated cases. The are beds for cases that need hospitalisation and a ward for the care of p mature babies.

A school for training midwives is also attached to this hospital wh



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The Infectious Diseases Hospital (I.D.H.) was built at Yaba many years ago, far away from dwelling houses to avoid the spread of infectious diseases to neighbouring houses.

The Dental Clinic attached to the General Hospital has about five dental surgeons. Patients are normally seen on appointment, but emergency cases are treated immediately. A dental clinic is also attached to the Massey Street Children's Hospital. A third clinic is to start shortly at the Apapa Health Centre.

School Medical Services in Lagos are under the Lagos Ministry of Health as well as the Public Health Department of the Lagos City Council. These services are free to all children below the age of 18 years. Preventive work as well as medical treatment is done at these clinics. Doctors and nurses from these clinics visit schools where they carry out medical examination and treatment of minor cases free.

Where there are no hospitals to provide medical treatment to the people in certain areas, dispensaries have been replaced gradually by Health Centres. The Yaba Dispensary, for example, is now being used as an out-patient department of the Lagos University.

HEALTH CENTRES

The Health Centres are to bring health services to the patients' homes. This entails decentralisation from the General Hospital and the Lagos Island Maternity Hospital. There are now over seven of such health centres operating in various parts of Lagos.

The health education of the people is now a joint responsibility of the Health Education Section of the Lagos City Council and the Ministry of Health. The Health Education Officer, assisted by a team of Health Sisters and Community Nurses, work in clinics, hospitals, health centres and in houses to bring the essential health services to the people. This Unit arranges health programmes which have proved popular and educative on the Nigerian Television Service. It also plans the welfare and care of the handicapped children.

Matters concerning the World Health Organisation (W.H.O.), United Nations Children's Fund (U.N.I.C.E.F.) and international bodies like the Scientific and Technical Research Commission of Organisation of African Unity (S.T.R.C.), Food and Agricultural Organisations (F.A.O.), foreign governments and organisations offering technical assistance are also dealt with in this Division.

RIVERS STATE

The Rivers State has about seven general hospitals, five specialist hospitals, five mission and joint hospitals, 12 private hospitals and clinics,

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two dental centres, one industrial and commercial hospital and about four health centres.

As in all other states in Nigeria, the State's Ministry of Health is responsible for public in general and for the Government hospitals, dental and health centres. The Ministry is also responsible for the training of health personnel in all Government-owned health institutions and for health education services in the State.

In addition to government hospitals, there are a number of mission, company-owned and private hospitals.

The Government hospitals are located at Degema, Ogoni, Port Harcourt, Yenagoa, Ahoada and the Port Harcourt Prison Hospital. The specialist hospitals include the Port Harcourt tuberculosis hospital, Port Harcourt Chest Clinic and the Port Harcourt infectious desease hospital. Missions and joint hospitals in the State include community hospital, Ahoada; joint hospital, Etche (via Port Harcourt); Baptist Hospital Ahoada; Assumption Hospital, Omoku (Ahoada); Okrika Joint Hospital.

The Delta Clinic, an industrial hospital at Port Harcourt, the Braithwaite Nursing Home also at Port Harcourt and a few private-owned hospitals, Health Centres also augment the health institutions in the State.

MID-WESTERN STATE

There are about nine Government hospitals each situated at Agbor, Asaba, Auchi, Benin, Forcados, Kwale, Sapele, Uromi and Warri; and four Rural Health Centres each at Auchi, Igarra, Oleh and Ughelli.

There are also about 10 other hospitals owned by voluntary agencies, commercial houses and private bodies such as Zuma Memorial Hospital, Irrua; Delta Hospital, Sapele; Dr. Esiri's Infirmary, Warri; St. Camillus Hospital, Uromi; St. Mary's Hospital, Ogwashi-Uku; Pilgrim Baptist Hospital, Issele-Uku; African Timber and Plywood Industrial Clinic, Sapele; Eku Baptist Hospital, Eku; U.A.C. Hospital, Burutu; and Sight Hospital Escravos. These have a combined total of 1,265 beds.

The State's Ministry of Health caters for public health, and is responsible for the running of the State-Government hospitals and other public health institutions plus the training of personnel for the various public health institutions in the State.

It is the aim of the Government to provide at least one general hospital for every administrative division in the Region. In compliance with this policy, the Government intends to build more general hospitals.

Because of the distance that separates the existing hospitals from the villages, the Government encourages voluntary agencies to build dispensaries and maternity homes in order to bring the advantages of modern medical science to the rural population by giving them grants for development and maintenance.

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dan, Kaduna, Port Harcourt, Kano and Warri.

In addition to providing a hospital for each administrative division, the Government intends to modernise the field of medicine by the introduction of laboratory service. Modern equipments have been provided and the initial difficulty of having adequately trained personnel to manipulate the delicate instruments is being slowly but steadily overcome. Most important in this field is the blood transfussion service. The Benin General Hospital is now recognized as a teaching hospital where pre-registration doctors could do their housemanship. In the past year, alterations aimed at enlarging the out-patients departments, the dispensary, the maternity section, as well as providing better laboratory and theatre facilities, were completed in the Benin General hospital. All but one of the Govenment hospitals in the Region are equipped with X-ray instruments.

A modest Nervous Diseases' Clinic, which will be the nucleus of a bigger institution to cater for the mental health of the people, has been opened at Uselu on the outskirts of Benin City. The clinic will be developed to admit a sizeable number of patients and a department of occupational therapy is being developed there to rehabilitate the patients.

The Government Leprosy Settlement at Ossiomo, near Agbor, has over 1,000 in-patients. There are several leprosy clinics all over the State, with over 6,000 out-patients in attendance.

EAST CENTRAL STATE

The State's Ministry of Health is responsible for public health and Government-owned health institutions, in the State. The responsibility is shared with the Local Authorities, Missionary health institutions and Private medical practitioners.

The State has about 11 General Hospitals and Nursing Homes, 17 Mission and Joint Hospitals, three Specialist Hospitals, 22 Private Hospitals and Clinics, four Maternity Centres, four Dental Centres and 34 Health Centres. The State also has one Community Hospital two Industrial and Commercial Hospitals and two Leper settlements.

The Uzuakoli Leper Settlement is a Federal Research Centre for Leprosy and both national and international personnel have visited it either for observation of the work going on or for courses of instruction under the World Health Organisation sponsorship. The UNICEF continues to supply drugs and equipment to the Settlement.

The Leprosy service in the State is run by the joint efforts of the State Government, local councils, the Christian Missions and the community.

A considerable number of privately owned hospitals, Nursing homes, clinics, and Dental centres exist throughout the state. The State's 34 Health Centres are located apart.

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KWARA STATE

The Kwara State has about seven General Hospitals, four Mission Hospitals and five Leper Colonies and Hospitals.

The General Hospitals are located at Ilorin, Offa, Lokoja, Okene and Idah.

There is also a Maternity hospital at Ilorin and a Rural health centre at Amkpa while many privately owned hospitals, clinics and maternity hospitals augment the health institutions in the state.

The State's Ministry of Health and Social Welfare is responsible for public health and government-owned health institutions in the state.

SOUTH-EASTERN STATE

The state's public health and the administration of all government owned health institutions are the responsibility of the state's Ministry of Health. Health education, the training of health personnel in government health institutions, and other health matters are also the responsibilities of the ministry.

The South-eastern state has about seven General Hospitals, 11 Mission and joint hospitals, six specialist hopitals, three private hospitals, two industrial hospitals, two dental centres, one maternity hospital, five leper settlements and nine health centres.

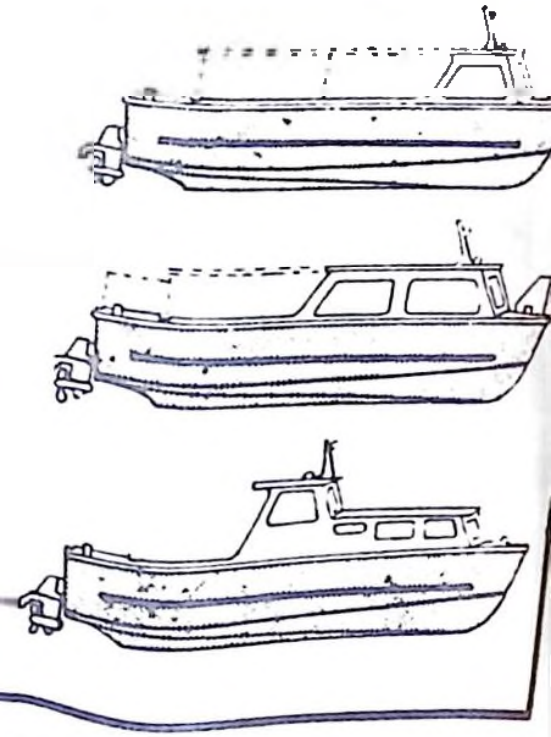
The General hospitals and Nursing Homes in the state are situated at Calabar, Arochuku, Ikot-Ekpene, Ogoja.

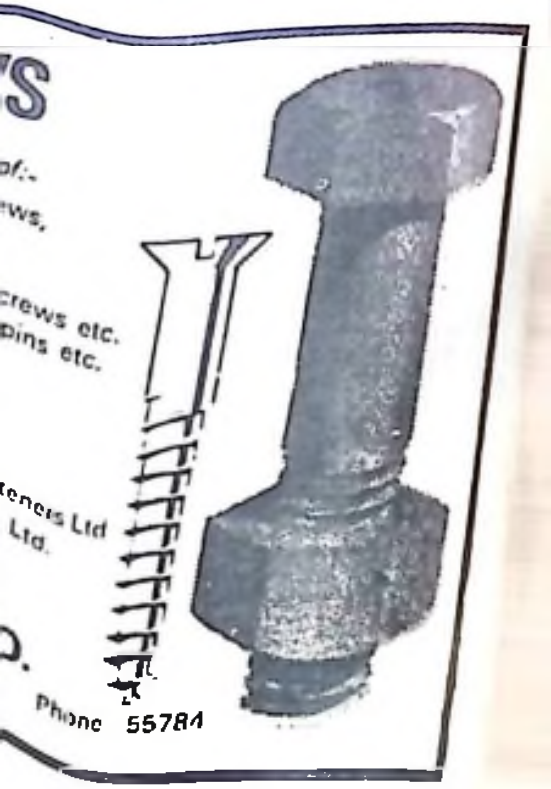
The Mission and Joint Hospitals include:
St. Luke's Hospital, Uyo; Evangelical Hospital, Eket; Qua Iboe Hospital, Uyo; Holy Family Joint Hospital, Ikom; St. Joseph's Hospital, Ekot, Ene; Methodist Hospital, Oron; Mary Slessor Hospital, Itu; Methodist Hospital, Itu-Mbang; Mbaise Joint Hospital, Abak; Sacred Heart Hospital, Obudu; St Mary's Hospital, Ekpene.

The Specialist Hospitals are:
Calabar Maternity Hospital; Calabar Mental Hospital; Calabar Dental Centre; Calabar Tuberculosis Hospitals; Ikom Tuberculosis Centre and the Calabar Infectious Disease Hospital.

The Leprosy Settlements are:
at Ekpene-Obon, Qua Iboe, Ikom and Itu.

Two industrial and Commercial Hospitals at Calabar, the Dunlop Group Hospital with 4 beds and the Pamol Hospital with 30 beds and a few privately-owned hospitals also look after the people's health in the state.

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WESTERN STATE

In the Western State, there are about nine Government General Hospitals, Seven Specialist Hospitals, 12 mission Hospitals and 10 Private Hospitals. There are also four Leper Settlements, nine Dental Centres and 12 Rural Health Centres.

The General Hospitals are located in Ibadan, Ado-Ekiti, Ikire, Ilaro, Iwo, Ogbomosho, Okitipupa, Ondo and Shagamu.

The Specialist hospitals include those at Abeokuta, Akure, Ibadan, Ijebu-Ode, Ile-Ife Oshogbo, and Oyo.

Other government hospitals include the Aro Mental Hospital the Lantoro Institution (both at Abeokuta), the Ibadan Government Chest Clinic, and a Malaria Unit.

The State's Ministry of Health is responsible for public and government-owned health institutions in the state. The ministry is also responsible for the training of personnel for public health institutions in the state.

The school of medicine of the University of Ibadan and the University Teaching Hospital both located at Ibadan in the western state provide one of the best facilities in Africa for the training of doctors, nurses and other medical personnel. The University Teaching Hospital was established between 1954 and 1957 and has 507 hospital beds. The Hospital is to increase its annual output of doctors from 50 to 100

NORTH-WESTERN STATE

There are 10 hospitals in the state. Seven of these are government hospitals and three are owned by voluntary agencies. The government hospitals are at: Sokoto, Birnin Kebbi, Gusau, Gumi, Bida, Minna and Abuja.

The three voluntary agency hospitals are located at Tungan Magajiya United Missionary Society Hospital, Kotangora Baptist Hospital and the Yelwa Hospital.

There are a number of dispensaries, maternity centres and rural health centres run by Native Authorities and Voluntary Agencies. There is also a Dental Centre at Sokoto, a government rural health centre at Argungu and a Flying Doctor Service is based in Gusau.

The World Health Organisation and Malaria Control Eradication also contribute towards the state's health service, especially in the malaria eradication campaign. Towards this end, huts are sprayed with insecticides at intervals of six months.

This campaign covers at the moment the Gwandu, Argungu, and Sokoto Native Authority areas.

A sleeping sickness service unit stationed at Minna undertakes the eradication of tsetse fly in the state.

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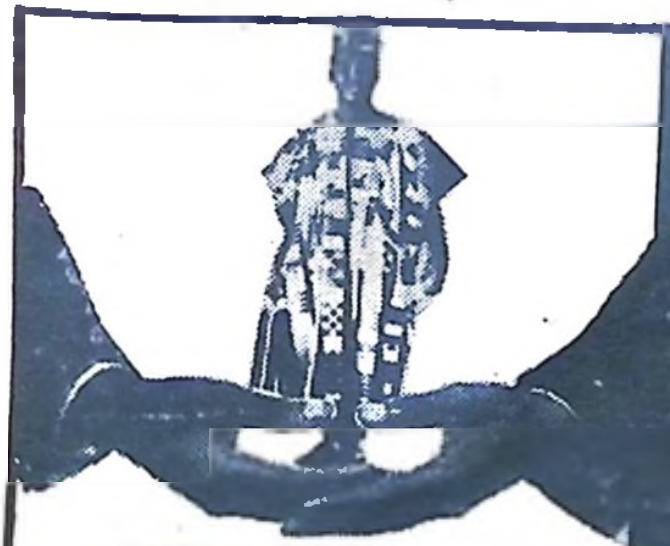

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TRANSPORT AND COMMUNICATIONS

TRANSPORTATION

Nigeria has one of the most modern and best developed transport systems in Africa. Rail, road, air and inland waterways traverse the length and breadth of the country to link the industrial, commercial, and agricultural centres of the country. Road, air, and sea transports also link the country with the rest of the world.

PORT FACILITIES

The Nigerian Ports Authority which took over the operation of the ports of Nigeria in April 1955, is a statutory corporation formed under the Ports Acts, 1954. The principal function of the authority is the operation of the general cargo quays in Lagos, (Apapa and Customs quays) and Port Harcourt, and the provision of harbour facilities throughout all the 11 ports of the country, namely, Lagos, Port Harcourt, Calabar, Akassa, Bonny, Burutu, Degema, Forcados, Koko, Sapele and Warri.

Other important aspects of the Authority's responsibilities are dredging, lighting, buoyage, pilotage, towage, salvage, hydrographic survey and operation of lighthouses.

Lagos, the largest and main port, is the only Nigerian port actually on the sea coast. The second largest port, Port Harcourt, is itself 41 miles inland on the River Bonny. Lagos and Port Harcourt together handle about 90% of Nigeria's imports and 80% of exports.

In 1966 alone, loaded cargo handled at all ports amounted to over 20,215,000 tons while unloaded cargo reached 3,308,000 tons. A great variety of cargo is imported into Lagos to meet the ever-expanding needs of the country. The main items are cement, iron and steel, textiles, asbestos products, motor vehicles and spares, machinery of all kinds, provisions, paper products, bulk petroleum products, milk, flour, salt, stock-fish, sugar and varied canned goods.

The port of Lagos, is also the main outlet for the products of the country to the markets of the world. These products include cocoa, groundnut, palm kernel, groundnut cake, scrap iron, cotton seed, bulk groundnut and palm oil, tin and columbite, hides and skins, timber, gum and shea nuts.

At present the port has 18 deep water berths, which can take ships of up to 27 feet draught or 10,000 tons dead-weight. It has ten transit sheds and about 25 electrically-operated postal cranes for its use.

Port Harcourt, the second largest Port, is connected by rail and road to Northern parts of the country and handles a substantial volume of import and export to and from the Northern States. Port Harcourt has seven deep water berths and transit sheds. The berths can take ships of up to 27 feet draught.

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Imports through Port Harcourt port are varied and they include cement gypsum, cement clinker, iron and steel, textiles, provisions, machinery and vehicles and also a wide variety of foodstuff. Bulk of exports from the port comprises palm kernels, groundnuts, cotton lint, cotton seed, benniseed, tin and columbite, soya beans, timber, scrap iron and piassava.

The port of Koko, 57 miles from the sea was completed in 1964 with one deep water berth and a warehouse. The average depth of the water at the quay-side is 24 feet.

Bonny Port has been developed for the export of crude oil. A deep water approach channel has been dredged and buoyed. Two moving buoy berths at which crude oil tankers may load by submarine pipeline have been established off Bonny Pier.

The Sapele Port is situated on the Benin River, 98 miles from the Escravos bar and a quarter of a mile below the junction of the Jamieson and Ethiope rivers. The river, from Escravos point to Youngstown Crossing, is narrow with several sharp bends, around which long vessels must be manoeuvred with caution. The minimum depth of Youngstown Crossing is 16 feet.

Burutu is on an island situated five miles from Forcados. The channel has a draught of 14 feet 9 inches. The bottom is soft mud and the port lies at the inner end of a buoyed channel which varies from 400 ft. to 700 ft. in width.

The Port of Warri is 27 miles above Forcados up the Warri River. The channel, though narrow in parts, is well buoyed and easy to manoeuvre. The Port is well sheltered and vessels secure to mooring buoys in mid-stream.

The Calabar port is 40 miles from the fairway buoy and five miles above the main entrance channel to the Cross River. Forcados, Akassa and Degema are virtually defunct but with the growth of the traffic in crude and refined petroleum products, however, these ports can regain their importance.

The Federal Military Government has plans to develop all Nigerian ports to make them capable of handling Nigeria's growing imports and exports. In recent times, there were cases of congestion at the Lagos port and to combat this, the Federal Government has commissioned a study on the future development of ports and harbours in Nigeria as one of the steps to prevent a recurrence of port congestion.

Inland Waterways are another growing aspect of the transport system in the country. In Lagos, Ferry services are run by the Inland Waterways Department from Marina across the Lagoon to Apapa Wharf.

River Transport is one of the oldest means of communications in Nigeria and, despite its rapids, the 2,600 miles long — River Niger — played an important role in the commercial life of the country in times past.

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Consequent upon the completion of the Kainji Hydro-electric Dam the Niger River has now become navigable for most of the year from the Escravos lighthouse to Niamey in the Niger Republic, a distance of over 1,000 miles. In order to ensure a normal flow of traffic within the dam area a one mile and quarter canal has been provided on the left bank of the river with two locks, each 650 ft. long and 40 ft. wide and can accept at a time, a train of four barges of 130 ft. by 30 ft. each with a total cargo of 500 tons.

Safety of tug-boats and barges plying the river is essential and for this reason life buoys are to be installed at all necessary spots along the river course. Thus, with the formation of Kainji Lake, access to the sea is now possible from the inland port of Yelwa through Kainji, Bajibo, Jebba, Baro, Lokoja, Idah, Onitsha, Aboh, Asaba, Assay, Frukama, into the ports of Warri and Burutu, covering a distance of nearly 700 miles.

SHIPPING

Regular shipping services are operated between Nigerian Ports and the rest of the world. Many of the shipping lines serving Nigeria are members of the West African Lines Conference.

The Nigerian National Shipping Line, a statutory corporation, operates regular services of newly built vessels between West African ports and the United Kingdom and Europe. It has its Head Office at 1 Creek Road, Apapa and branch offices in Port Harcourt and Liverpool in England.

Other lines providing international shipping services are the Black Star Lines, the Palm line Ltd., Royal Interocean Lines, Splosma Plovba, Farrel Lines, Lloyed Triestino, Holland (W.A.) Lines, Elder Dempster Lines Ltd., Scandinavian West African Line, Dutch Afrika Lines and the Delta Lines.

While few of them carry passengers alone, others carry both passengers and cargoes.

ROAD TRANSPORTATION

Nigerian Road network amounts to 55,000 miles of which 9,500 miles are asphalted. There are three types of roads, namely, Trunk 'A', Trunk 'B' and Local roads.

Trunk 'A' roads link Lagos with regional capitals and neighbouring countries. They are in the form of a grid framework on which the rest of the road system is built. The basic components of this structure are two roads running from the ports of Lagos and Port Harcourt to the Northern boundary of Nigeria; and four east to west roads, two south of the Niger-Benue system and two north of it. 'A' trunk roads are constructed and maintained with Federal funds.

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Trunk 'B' roads connect provincial or divisional headquarters and other large towns with the trunk 'A' system, regional capitals and other urban centres. They are controlled by the State Governments and maintained by them or by native authorities or other local government bodies, with the assistance of grants from the state government varying between 25% and 100% of the cost.

Most of the other roads which carry mainly local traffic and act as feeders to the trunk road system, are both constructed and maintained by local authorities.

All motor vehicles used on Nigerian highways are required to be registered and licensed, under the Motor Traffic Act (Cap. 137) and the Road Traffic Act, 1947. The Municipal Treasurer, Lagos City Council, is the licensing authority for Lagos. The licensing authority in other centres is the senior police officer and in others the local government authority.

An initial fee of 20/- is charged on first registration in Nigeria. Persons in possession of an up-to-date full driving licence issued by approved licensing authority overseas are not required to undertake a driving test in Nigeria. Others must, however, obtain a Learners' Permit. Driving tests are arranged by any of the motor licensing authorities in the country and successful candidates are issued with the Driving Licence.

In 1969, the total number of vehicles registered in the country was 133,577. The figure is 25,121 more than those registered in 1968. The 1969 figure can be broken down to 89,561 cars; 42,350 trucks and 1,666 buses.

The Lagos City Transport Service, the largest municipal transport service in the country, runs some 300 buses carrying an average of 6,000,000 passengers a month.

The Federal Military Government plans to spend about £23 million to rehabilitate all Federal Government roads and bridges throughout the length and breadth of the country in a new 10-Year National Road Development Programme to be commenced in due course.

NIGERIAN RAILWAYS

Nigeria's railway system comprises over 2,280 route miles of 3ft. 6 inch guage connecting Kano, Kaura Namoda, Nguru and Bauchi in the north with Lagos and Port Harcourt in the south. There is a branch line from Minna to Baro (on the Niger), now used mainly for goods traffic. Another connects Ifo to Idogo.

A recent extension to the rail system runs for 400 miles from Kafanchan on the Port Harcourt–Kaduna route through the tin fields of Jos to Maiduguri in the north-east. Main line passenger services are provided 'LIMITED' and 'MAIL' trains. Accommodation on the 'limited' and 'mail' trains are booked in advance.

First-class rolling stock provides sleeping compartments, each fitted with wash basin and water closet and accommodating two or four persons. Shower facilities are also available in these coaches. Free luggage allowance in first-class (2 cwts); second-class (1 cwt.) and third-class (56 lbs.)

The principal commodities carried by the railway are groundnuts, coal, palm-kernels, palm-oil, petroleum products, cotton, tin, columbite and hides and skins in that order of importance. A comprehensive tariff listing all passenger fares and goods rates, special rates for certain important commodities, and full details of ancillary services and charges is available from the Chief Superintendent, Nigerian Railway Corporation, Ebute-Metta, Lagos.

In 1966/67 alone the Nigerian Railway Corporation carried 10 million passengers and 2.5 million tons of freight.

AIR TRAVEL

There are two international airports at present in Nigeria. One is at Ikeja near Lagos and the other is at Kano in the North. Both can accommodate large jet aircraft. Nigeria Airways is a fully-owned Corporation of the Federal Government.

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External air services link Nigeria with most parts of the world. The following airlines operate international services originating or passing through Nigeria: Nigeria Airways, Aeroflot, Air Afrique, Air Zaire, Alitalia, British Caledonia Airways Corporations. British United Airways, Ethiopian Airlines, Ghana Airways, KLM Royal Dutch Airlines, Middle-East Airlines, United Arab Airlines, Pan American Airways, Lufthansa Sabena, Swissair, East African Airways and U.T.A.

COMMUNICATIONS

Today, Nigeria can look back with a measure of satisfaction over the significant changes that have taken place since 1851, the year when postal services were first established in Lagos.

There is now a proliferation of post offices and postal agencies throughout the country. Whereas there were only 29 post offices in 1903 handling 951,487 postal items, by 1960 the number of post offices has increased to 1,332 handling 111 million items; and in 1964 there were 1,667 post offices handling 131 million items.

The number of Departmental post offices rose from 178 in 1962 to 189 in 1965 and 200 in 1968. Mobile Post offices doubled from 7 in 1965 to 14 in 1968. There are at present 59 sub-post offices and more than 1,300 postal agencies in the country.

The Post and Telecommunications Department has set up a vast network of road transport to cope with the distribution of mails in the Western, Kwara, Mid-Western East Central, South-Eastern and Rivers State where considerable acceleration in mail delivery has been achieved. In the North-Western, North-Central, North-Eastern, Benue-Plateau and Kano States, where the poor condition of roads and the vastness of the area do not permit a large network of road transport, distribution of mails is done by a combined air, rail and road transport systems.

Air transport is used mostly for the conveyance of external mails and sea transport is used for conveying postal items pre-paid at second-class (reduced) rates and parcels.

Telecommunications services have passed through various stages of development since 1895 when the 'key and sounder' telegraph system was the first means of telecommunications. In 1941 a point-to-point telegraph system utilising teleprinters was introduced.

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During the Five-Year Telecommunications Development Programme launched in 1955 and involving an investment of well over £9 million a total of 26 new automatic telephone exchanges were built to replace the manually operated exchanges. Of these, 12 main exchanges were installed at Ibadan, Oshogbo, Ilorin, Ile-Ife, Ilesha, Enugu, Onitsha, Kaduna, Kano, Jos and Akure.

Fourteen rural automatic exchanges were opened at Awgu, Makurdi, Nnewi, Oji-River, Arondizuagu, Minna, Gusau, Samaru, Daura, Ede, Iwo, Opobo, Kafanchan and Okigwi.

The number of telephone exchanges connected to the public network increased from 121 in 1960 to 133 in 1963 and the number of telephones rose from 32,960 in 1960 to 50,000 during the same period.

In 1960, a telex-service of manual working was introduced for the first time in the country but restricted to the Lagos area. This has been replaced since April, 1966, by automatic telex exchange.

External telecommunications services which were previously provided by the Cable and Wireless Limited were taken over in January, 1963, by the Nigerian External Telecommunications Limited to provide telephone, telegraph and telex links with other African states.

Telephone links have been established with Dahomey, Togo, Zaire, Kenya, Uganda, Tanzania and Ethiopia. The Nigerian External Telecommunications Limited plans to extend direct international telecommunication services to Senegal, Guinea, Niger, Sudan, Fernando-Po, Tchad, Brazzaville, Ivory Coast, Sierra Leone, Liberia and Gambia in the not distant future.

The Post and Telecommunications Department has shown a very keen interest in all matters relating to the use of satellite communications system as a new tool in the development of telecommunications.

Nigeria has become a member of the Global Satellite Club known as 'Comsat' and arrangements have now reached an advanced stage to establish a Satellite Earth Station in the country.

Nigeria is a member of the Universal Postal Union and has been admitted to the membership of the International Telecommunications Union (I.T.U.).

Apart from participating in several conferences and seminars held under the auspices of the International Telecommunications Union, Nigeria is also actively interested in the activities of the Commonwealth Board on which she has a permanent representative.

The P & T Department is fully committed to the goal of expansion and modernisation of services. To translate this aim into reality, the Department has formulated a 10–Year Postal and Telecommunications Development Programme (1968-1978). The plan will involve a capital expenditure of £63.8 million.

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THE TRAFFIC CHANGE-OVER

Nigeria switched to right hand drive on 2nd April, 1972 in accord with a major traffic reform ordered by the Federal Government.

The switch-over marks the climax of 24 months of preparation towards the change. It also brings the country in line with other African Countries, as indeed, most nations of the world already 'drive right'.

As for now, only Ghana still drives left, but she, too, is naturally looking ahead to a change-over.

In a message to mark the change Mr. Femi Okunnu, the Federal Commissioner for Works and Housing whose Ministry spear - headed the change described the switch - over as a giant stride towards African Unity and modernisation of our economy.

The idea originated 11 years ago when the West African Transport Conference of 1961 held in Monrovia decided that all West African countries should "drive right."

As a signatory to that agreement, Nigeria, as other participants of that conference, is obliged to fall in line. However, the change did not come fast enough and the reasons are not difficult to find.

During the intervening period though, the Federal Ministry of Works recognised that the change-over was a matter of time. So in their forward-planning they designed their road projects for driving both on the left and on the right. This, no doubt, meant an increase in cost of the individual project but it has reduced the cost of the change-over.

It is in consequence of this that no alterations are necessary on the Eko Bridge and the Ijora Causeway Road projects. Finally, the Federal Government decided in 1969 that the change-over shall take place "on the first Sunday in April, 1972".

The responsibility for the planning and execution of a smooth change-over was vested in the National Commission on Right-Hand Traffic.

Under the chairmanship of Alhaji Babatunde Jose, Chairman of the Times Group, the commission consists of the directors of information, one representative each from the Federal Ministry of Finance, Federal Ministry of Transport, the Army, the Police, the National Road Safety Committee, the Automobile Association of Nigeria and all the 12 states.

The Commission was formally inaugurated on January, 30 1970 and it got down to work immediately. At state level, Right-Hand Traffic Committees were set up with composition similar to that of the Commission.

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The cost of the change-over was computed and it became obvious that expenditure will be incurred under the following headings; Provision of road signs in accordance with international standards; Alterations to roads including bus stops relocation; Public enlightenment; Traffic surveillance including traffic studies and alterations to vehicles among others.

The Federal Government shouldered payment of all the cost of the change-over with the exception of the cost of alteration to vehicles. Consequently, a sum of £1.5 million was voted to the Commission to effect the change-over.

However, that sum does not represent the cost of the change-over to the nation. Individual companies and persons have paid for alterations to their vehicles and the exact figure committed cannot be obtained with any degree of certainty.

The conversion of mini-buses and buses have also been a source of revenue to coach-builders. For example, to put a door on the right hand of a small mini-bus cost anything from £65 to £80 in the Lagos area.

Another alteration that is equally important is the adjustment to the dipping system of the vehicle headlamps. Whilst it will be possible to adjust the headlamps of some vehicles, in other cases, it will be necessary to replace them. The cost of this modification varies from nothing to about £60. The change-over therefore could well cost the nation between £3 to £4 million.

A lot of thought has been given to ensure a smooth change-over. The Nigeria Police are out in full force. Supplementing their effort is the Armed Forces whose personnel are being deployed as traffic wardens. Even volunteers, notably from the Civil Defence Corps are being used to ensure that motorists get all the assistance they require.

WHY THE CHANGE IS NECESSARY

- RIGHT-HAND traffic system enjoys world-wide acceptance. This explains why 14 out of 15 countries of West Africa drive on the right.
- THE flow of traffic between Nigeria and her neighbours — Dahomey, Niger, Chad and Cameroun — will be easier and safer with a uniform road traffic system.
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- THE change-over will result in the development of international highways which, in turn, can transform West Africa into one vast market for Nigerian products.
- A difference in the road traffic system in West Africa retards the development of the region in many ways.
- THE change-over satisfies the resolution of the Economic Commission for Africa passed in June 1964, calling for right-hand traffic in all African countries.
- APART from Britain and Japan, which are islands, all other major car manufacturers in the world from where motor vehicles are imported into Nigeria drive on the right and produce left-hand-drive vehicles.

  If these industries have to manufacture right-hand-drive vehicles especially for the few countries still driving on the left, the production cost would be higher. And even Britain is currently considering its own traffic change from left to right.

NEW TRAFFIC CHANGES FOR LAGOS

TRAFFIC from Tinubu Square to the Lagos mainland will be either through Nnamdi Azikiwe Street to Carter Bridge or Yakubu Gowon Street via Marina fly-over Eko Bridge. There would be two traffic lanes from Lagos island to the mainland and vice versa, and from Carter Bridge, traffic would keep to the Iddo motor park side to Oyingbo and through Herbert Macaulay Street to Yaba round-about.

Traffic heading for Lewis and Bamgbose streets would pass through Yakubu Gowon Street while traffic would flow through Lewis and Bamgbose streets to Tinubu Square. Traffic through Eko Bridge would also keep right straight to Iganmu round about and via Western Avenue to Agege Motor Road.

All traffic to Lagos Island from Ikorodu Road and Yaba roundabout would take City Way via Clifford, Denton, Oyingbo to Otto Causeway keeping right on the side of the Railway premises to Iddo underpass and on to Carter Bridge.

From there, traffic would continue right to Ereko Street and into Marina via Balogun or Martins Street.

Similarly, traffic from Agege Motor Road keeps right along Western Avenue into Eko Bridge and turns right into Marina towards V Islands.

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EDUCATION IN NIGERIA

EDUCATION in the states is the responsibility of the states' governments. The University of Ibadan and the University of Lagos are Federal responsibilities.

Until 1944, most of the schools were controlled by religious bodies, and the governments policy was to give financial assistance rather than to extend its own system but since then government participation in education has increased rapidly.

In spite of the rapid development of the educational system there are still gaps. The main problems are the low literacy rate (the highest being 25% in Lagos and parts of the Eastern States), the lack of certificated teachers, insufficient number of schools, and inadequate facilities; an increasing problem is the growing gap between the number of primary schools and available places in secondary schools, which has led to unemployment among school leavers. To help wipe out illiteracy among adults, adult education classes are held, and other provisions being made by Federal and State Governments to tackle these problems were outlined in a White Paper (based on a Report on Higher Education made to the Federal Government in 1960) which was published in 1961 and describes improvements to be effected. These include:

Primary Education, at present free in Lagos, in the Mid-Western State and the Western State, and partly free in the Eastern States, to be extended particularly in the north, to provide places for at least half of all children of primary school age.

Secondary Education, to be extended to raise the annual intake of pupils to 46,000; vocational training to be increased, greater emphasis placed on science teaching and a more extensive interchange of pupils made possible between the States. It is estimated that sixth form streams will number 350 bringing the number of pupils preparing for Higher School Certificate or General Certificate of Education advance level to 10,000. The Federal Government envisages the establishment of a National High School in each of the former regions to provide mainly for sixth form education.

Teacher Training, to be extended to enable secondary schools to be staffed with graduate and non-graduate teachers (holding diploma) in equal numbers: the total number of teachers (either graduates or with diplomas) to be raised to 30,000.

University Education, to be extended to accommodate 10,000 students in all at the University of Ibadan (established in 1948), the University, of Nigeria at Nsukka (opened in 1960), the Ahmadu Bello University, the University of Ife and the University of Lagos (opened in 1962); science, agricultural medicine and economics study facilities to be increased; the award of scholarships for study overseas to be continued.

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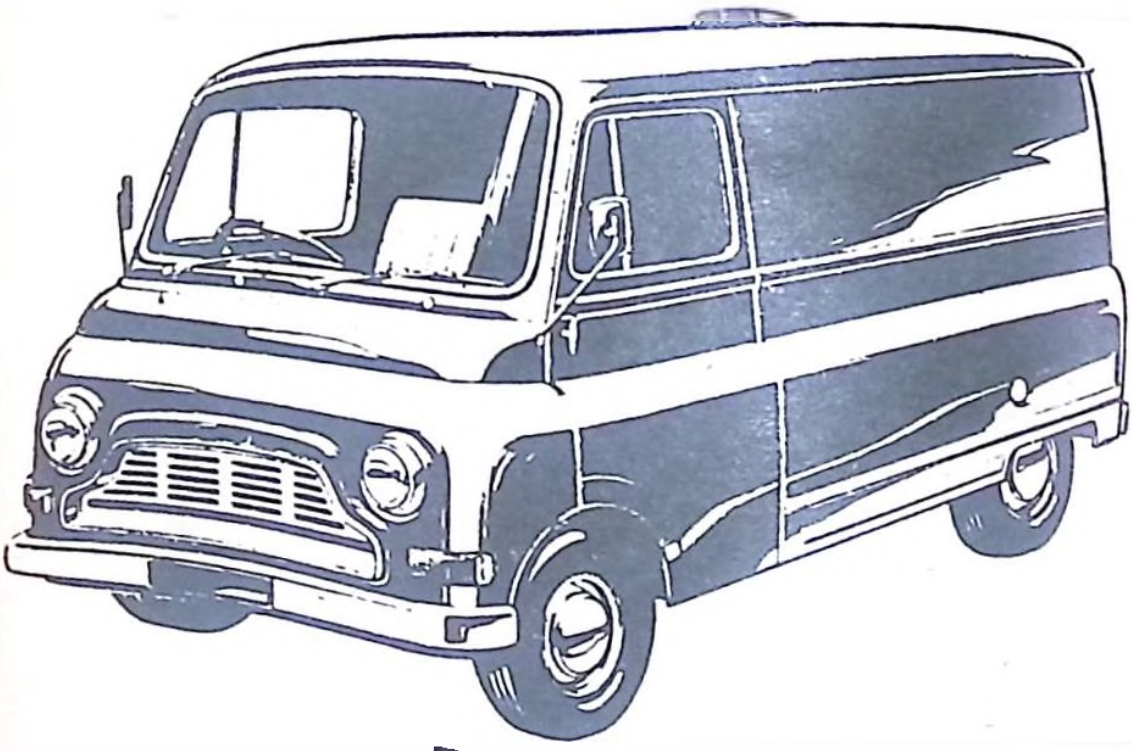

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Technical and Vocational Training, to be extended by means of improvements in facilities and non-residential technical institutes to raise the output of technicians to 5,000 per annum; facilities for agricultural education to be increased so that 600 trained agricultural assistants and superintendents can be produced each year.

OTHER INSTITUTIONS OF HIGHER EDUCATION

There are five technical colleges situated in Auchi, Enugu, Ibadan, Kaduna and Lagos. The advanced teacher training colleges form a second type of institution of higher education. They prepare teachers for the lower grades of secondary schools. Their examinations are moderated by the universities with which some of them are closely associated. There are at present five such colleges: one in Ibadan and another at Ondo (both in the Western State.) Others are in Owerri in the East Central State, Zaria in Northern Central State, and the Federal territory of Lagos. There is a law school in Lagos which gives training in legal practice to those who have obtained law degrees from various universities and intend going into legal practice.

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Daily newspapers, weeklies and periodicals had a humble beginning in Nigeria with the publication of "Iwe Irohin" by the Rev. Townsend in Abeokuta which first appeared in December 1859. From that time until 1890, about a dozen weekly papers were published at different periods in Lagos.

Then came a newspaper "Lagos Weekly Record" published first by the late John Jackson and later his son Horatio Jackson, (1890-1930), one of the greatest pioneer names in the history of Nigerian journalism.

Next was the period of the nationalist struggle for independence when newspapers played a leading role in the fight for Nigerian independence.

This period also coincided with the beginning of commercial newspaper enterprises.

After the formation of the Nigerian National Democratic Party in 1922, the late Herbert Macaulay established the "Lagos Daily News."

Between 1922 and 1960, there was intense nationalist activities by various political parties whose efforts were directed mainly towards the winning of political independence for Nigeria.

In the process, several national daily newspapers were established in Lagos which primarily put across the views of different political parties in addition to their other functions as newspapers.

The Daily Times had slightly different history. Since the original company was absorbed by overseas interests in 1948, it had maintained a neutral role in party politics, while at the same time attempting to promote economic and social interests of Nigeria as a whole.

Most of the newspapers of the great nationalists are now defunct; the only survivor is the "West African Pilot."

After the achievement of independence the Press had to adapt to a new role. The Press is no longer concerned primarily with political agitation. The main problems facing the nation today are how to forge a virile and united country out of the conglomeration of ethnic groups in Nigeria; the second problem is how to develop the country's economy rapidly in order to give the masses a decent standard of living and thus satisfy their legitimate expectations in an independent Nigeria.

One of the most recent developments has been the establishment of newspapers sponsored by Federal and state governments. These exist side by side with those owned by individuals and corporations.

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DAILY NEWSPAPERS

Daily Times: 3,5,7, Kakawa Street, P.O. Box 139, Lagos; founded 1925. Published by The Daily Times of Nigeria Limited: Editor: Henry Olu Odukomaiya.

Daily Sketch: Sketch Building, Ijebu Bye-Pass, P.M.B. 5067, Ibadan; founded 1964. Editor; Ayo Adedun.

New Nigerian: Ahmadu Bello Way, Kaduna; founded 1965: Editor, Mamman Daura.

Nigerian Morning Post: Lagos; founded 1961; Nigerian National Press Ltd. Ag. Editor: Mr. Abiodun Sogunle.

Nigerian Tribune: P.O. Box 78, Ibadan; founded 1949; Editor: Olu Bakare.

West African Pilot: 34 Commercial Avenue, Yaba Lagos; Zik Enterprises Ltd. Acting Editor; Jacob Aina.

The Nigerian Observer: Airport Road, Benin City, founded 1968; Printed and Published by the Mid-West Newspapers. Editor: Pius Agun.

Daily Express: Apongbon Street, Lagos: Ag. Editor: Mr. Edward Aderinokun.

WEEKLY PAPERS

Sunday Times: P.O. Box 139, Lagos; founded 1953: The Daily Times of Nigeria Limited. Editor: Mr. Aremu Alabi.

Sunday Post, founded 1961: Nigerian National Press Ltd., Acting Editor: Remi Ilori.

Sporting Record: Printed and Published by the Daily Times of Nigeria Limited. Editor: Mr. Cyril Kappo.

Eleti-Ofe: 28 Kosoko Street, Lagos; founded 1923: English and Yoruba; Editor: Ola Onotade.

Gaskiya: New Nigerian Newspapers Company; Editor: Alhaji Othman Mairiga.

Independent (The): P.O. Box 5100, Ibadan, English and Yoruba; Editor: Rev. Fr. J. Mcgee.

Irohin Imole: 15 Bamgbose Street, Lagos: founded; 1957; Yoruba Editor: Tunji Adeosun.

The African Impact: Weekly magazine published by the Ethiope Publishing Corporation, 34, Muritala Mohammed Road, Benin.

Irohin Yoruba: 214, Yakubu Gowon Street, P.M.B. 2416, Lagos; founded 1945; Amalgamated Press of Nigeria. Ag. Editor: S. A. Ajibade.

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Sunday Sketch: Ijebu Bye-Pass, P.M.B. 5067, Ibadan. Editor: Olajide Adeleye.

Lagos This Week: 5, Williams Street, Lagos. Editor: Yemi Martins.

Sunday Star: People's Star Press, Yemetu Aladorin, Ibadan; founded 1966. Editor Moni Adewale.

Imole Owuro: People's Star Press; Yemetu Aladorin, Ibadan; founded 1962. Editor: Lawuyi Ogunniran.

Sunday Observer: Airport Road, Benin-City: Editor: Neville M. Ukoli.

Lagos Week End: Weekly newspaper published by the Daily Times of Nigeria Ltd., Lagos: Editor; Sola Odunfa.

Nigerian Radio Times: Broadcasting House Lagos: Editor A.Y.S. Tinubu.

Truth (The): 45, Idumagbo Avenue, P.O. Box 418, Lagos; founded 1951. Religious publication by the Ahmadiyya Mission, Nigeria. Acting Editor: Z. O. Elias.

MID-WEST THIS WEEK: Weekly newspaper published by Arin Associates, 50B, New Lagos Road, Benin City. Co-Editors: Tony Okoduwa, Prince A. R. Nwoko.

RIBWAY NEWS: Weekly newspaper published by the Ribway Group Public Relations Department Benin City; Editor: Dickson O. Uwagboe.

GBOHUNGBOHUN: Weekly newspaper published by the Western State government, Editor: Olu Olofin.

THE NIGERIAN CHRONICLE: Published Weekly by the South Eastern State Newspaper Coporation, Calabar, Editor: Moses Ekpo.

THE CHAMPION: Published bi-Weekly by Calabar Advertising Company 31, Eyo Edem Street, Calabar.

RENAISSANCE: Published Weekly by the Revielle Printing Company Enugu; Editor: A. Ozumba.

PERIODICALS

African Challenge: Private Mail Bag 2067, Lagos, founded 1951. Monthly, Religious.

Drum (Nigeria edition) Private Mail Bag 2128, Lagos, Published monthly, Editor: Olu. Adetule.

Federal Nigerian: Ministry of Information, Yakubu Gowon Street, Lagos: founded 1958; official monthly publication Editor: A. G. Y. S. Momodu.

Home Studies: Published by the Daily Times of Nigeria Ltd. 3, 5, and 7 Kakawa Street, Lagos. Editor: Mrs. Yetunde Makanju.

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Journal of Economic and Social Studies: Pubished by the Nigerian Economic Society.

Journal of the Nigeria Medical Association: Published Quarterly and printed by the Times Press Ltd., Apapa. Editor: Professor A. O. Adesola c/o P.O. Box 1108, Lagos.

Management In Nigeria: Published bi-monthly by the Nigerian Institute of Management, 145, Yakubu Gowon Street, P.O. Box 2557, Lagos and printed by the Times Press Ltd. 9, Warehouse Road, P.O. Box 306,Apapa.

Nigeria: Exhibition Centre Marina, Lagos; founded 1932: travel, Cultural historical and general; quarterly.

Nigeria Trade Journal: Federal Ministry of Information, Lagos quarterly.

Fitila: a Hausa Monthly, published and Edited by the North Central State Ministry of Information.

Spear: 3, 5 and 7 Kakawa Street, Lagos, P.O. Box 139, founded 1962 family magazine. Editor: Gbolabo Ogunsanwo.

Happy Home: Family Magazine, published by the Punch Publication, P.M.B. 1049 Ebute Metta. Editor-Publisher: Sam Amuka.

The West African Chartered Engineer: Published twice a year by the West African Group of Professional Engineers, P.O. Box 2363, Lagos.

West African Journal of Biological Chemistry: University of Ibadan, founded 1957 quarterly: Editor: C. Basair.

West African Medical Journal :P.O. Box 12002, Lagos, six a year.

West African Pharmacist: P.O. Box 2 University College, Ibadan: founded 1959, six a year.

Woman's World: Published by the Daily Times of Nigeria Ltd., 3, 5 and 7 Kakawa Street, Lagos: Ag. Editor: Agbeke Ogunsanwo.

Insight: The quarterly review of world affairs, published by the Daily Times of Nigeria Ltd. and printed by the Times Press Ltd., Apapa.

Teen and Twenty: Africa's youth magazine published monthly. Editor: Labake Paul.

Nigerian Opinion: Magazine of the Nigerian Current Affairs Society, published quarterly.

Modern Woman: Printed and published monthly by the Modern Publication Co. Ltd., 31/33 Salawu Street, Palm-grove, Lagos.

New World: Published monthly by the Novosty Press Agency and printed by the Academy Press Ltd. Editor: Goke Ajiboye.

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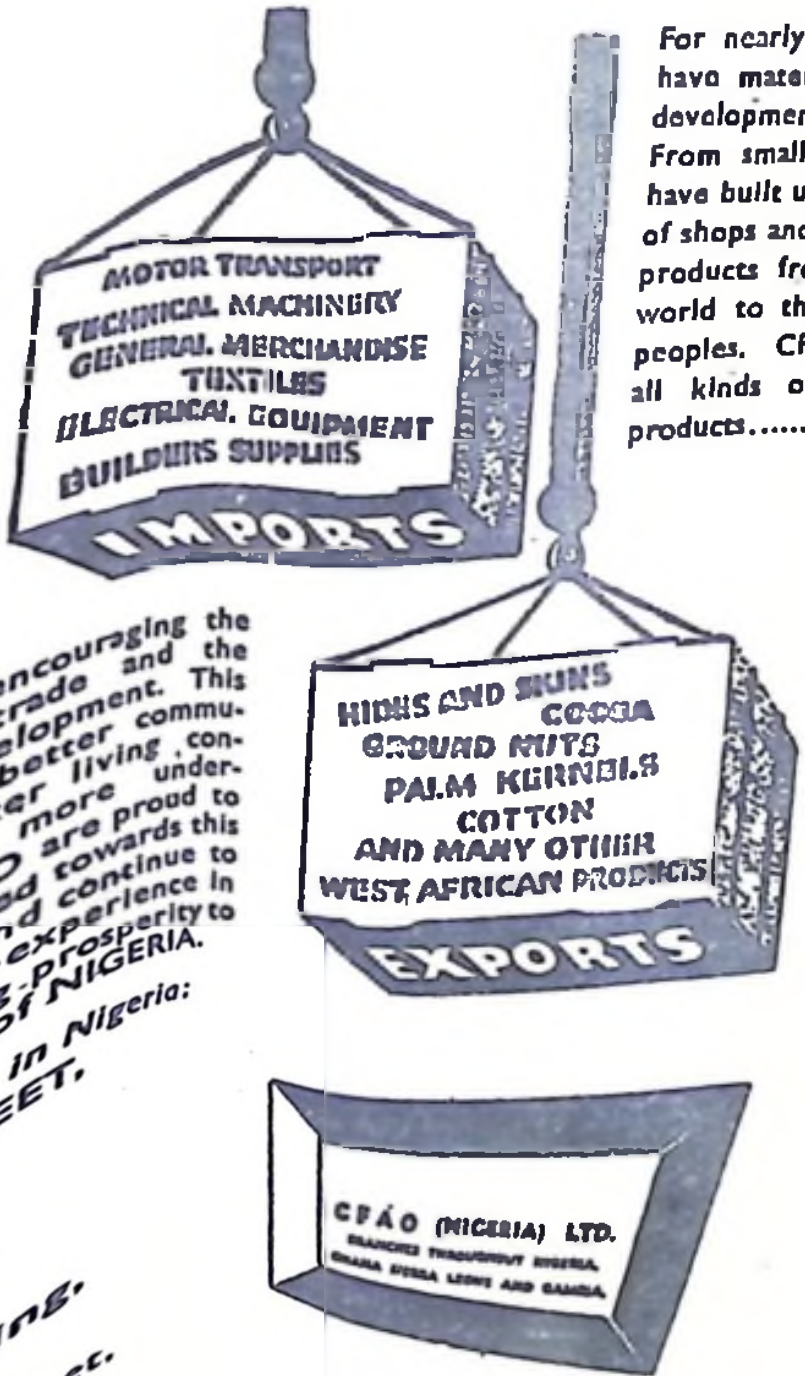

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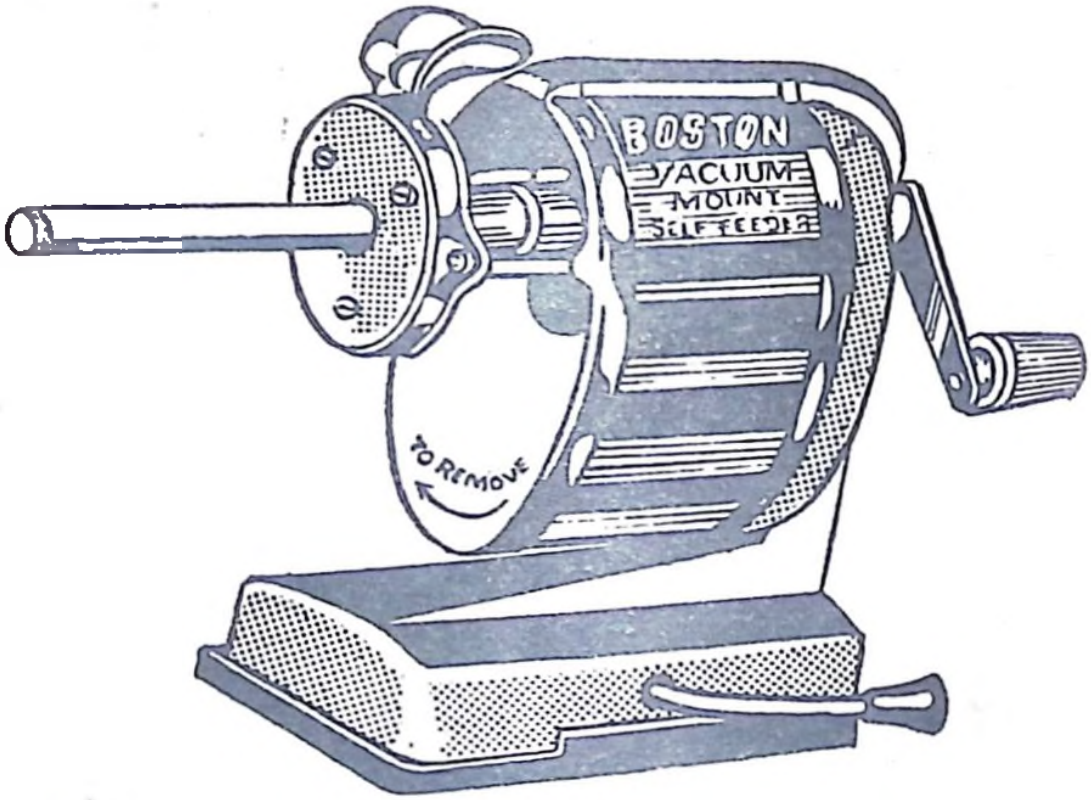

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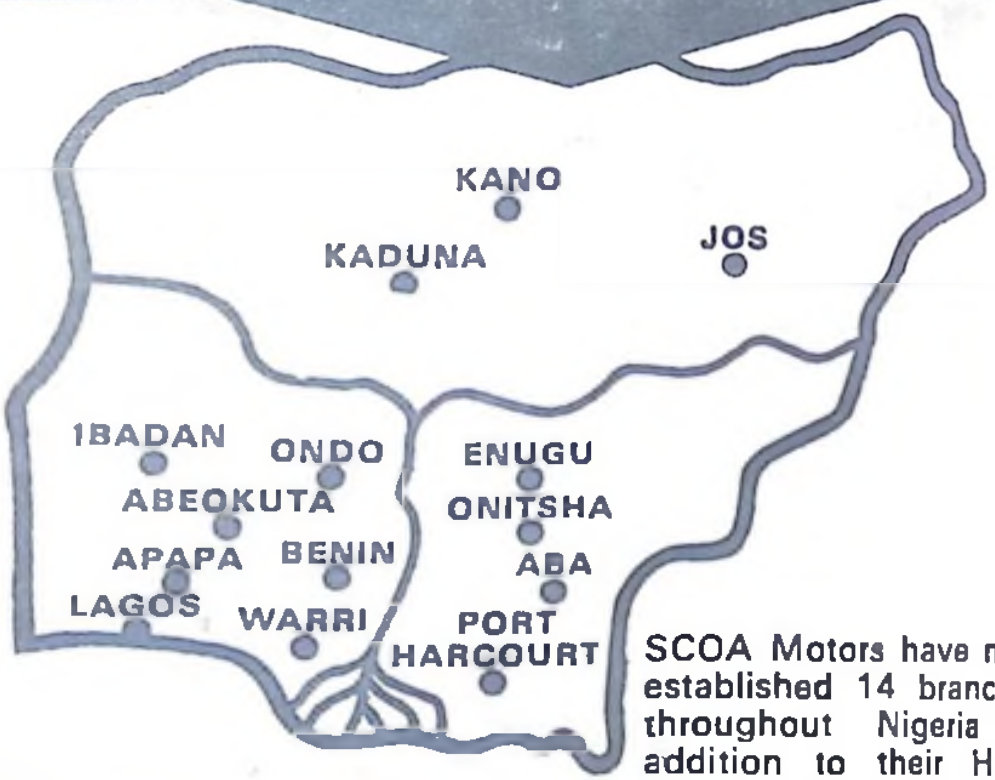

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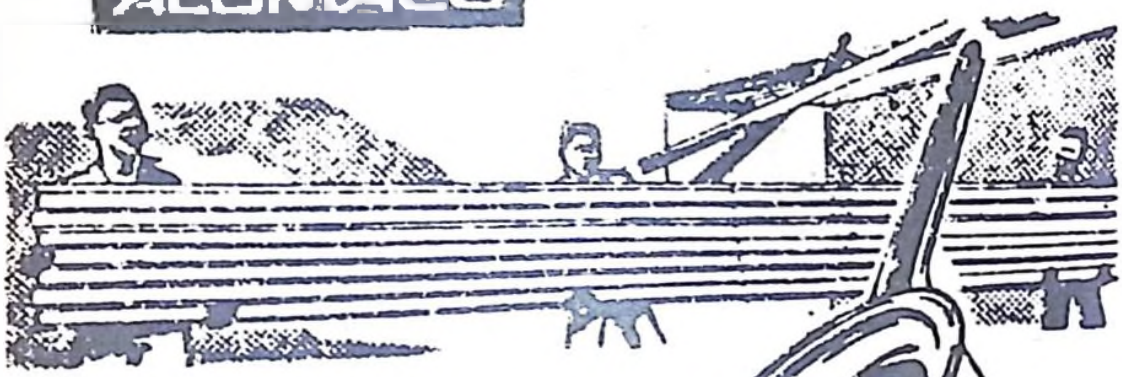

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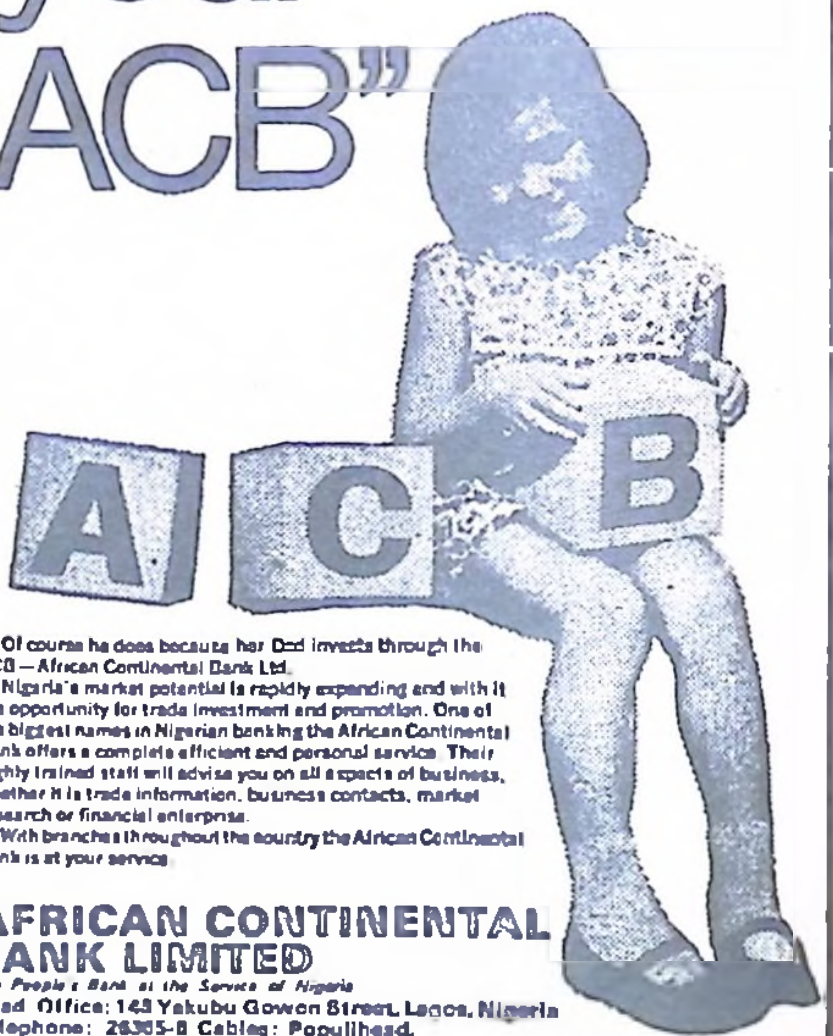

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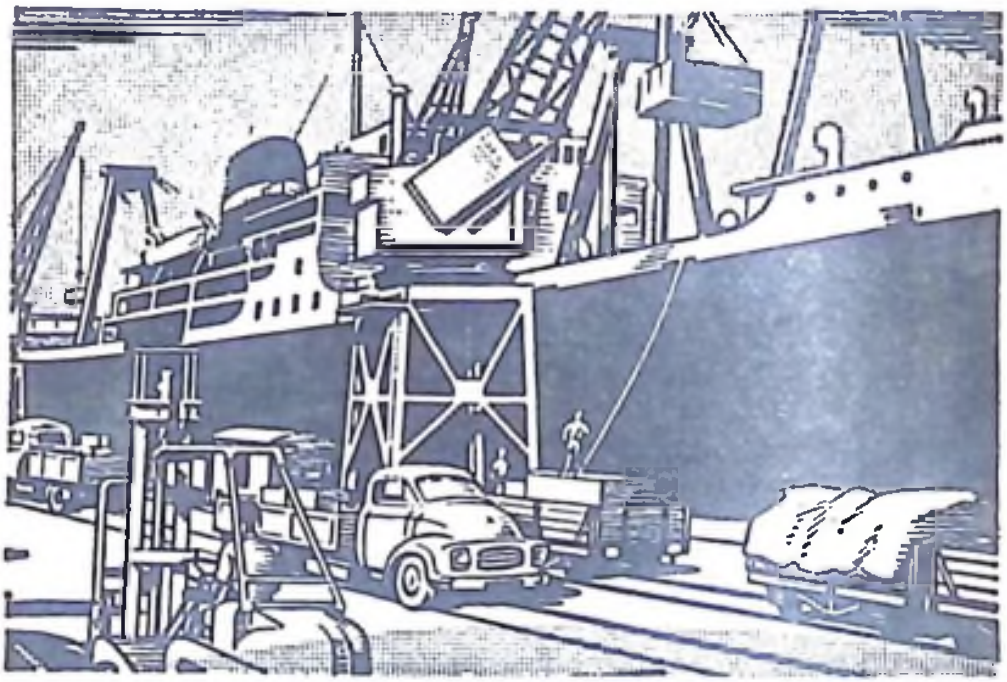

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UNICEF	The Representative Ghana and Nigeria Area Office	Mr. Poul F. Larsen Ports Authority Marina (2nd floor) P.O. Box 1282 Lagos.
WHO	Area Representative	Dr. S. Adrien c/o Federal Ministry of Health P.O. Box 2152 Lagos.
UNDP	Resident Representative of United Nations Development Programme	Mr. S. Fryer 11 Queen's Drive Ikoyi Road Lagos.
	Representative	Mr. A. J. Brooks c/o Federal Ministry of Education P.O. Box 2823 Lagos.
ICAO	Chief of Mission	Mr. J. F. Polivca c/o Nigeria Civil Aviation Training Centre, Aerodrome, Zaria.
UNESCO	Chief of Mission	Mr. N. S. Rajan Senate Building Room 5 2nd floor Tafawa Balewa Square Ministry of Education Lagos.
C.P.A.	Deputy Executive Secretary	Mr. Silas D. Kamga Western House 8/10 Yakubu Gowon Street, Lagos. 11th floor P.O. Box 1718
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Anti-Tuberculosis Association — c/o Lagos City Council Public Health Dept., Yakubu Gowon Street, Lagos

Boys' Brigade — c/o Mr. S. O. Maraiyesa, P.M.B. 1004, Yaba

Boy Scouts Association — c/o National Secretary 1, Makoko Road, Yaba

Holy Cross Youth Organisation — c/o The Secretary Holy Cross Cathedral Box 162, Lagos.

Child Care Social Services — Mrs. E. A. Awoliyi, 21, Olonode Street, Yaba,

Child Care and Treatment Home/ School for handicapped Children — Mrs. M. J. De Rhodes, Akoka Road, Yaba

Child Welfare Mothers' Union — Mrs. Oluremi Onasanya,

Committee for the Care of the Deaf and Dumb — Mrs. S. M. George, 27, Kakawa Street, Lagos

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Ex-Servicemen Welfare Association — Mr. W. A. O. Opitism,
101, Lewis Street,
Lagos

Ahmadiyya Youths Association — Mr. M. B. Ayorinde
69, Herbert Macaulay Street,
Ebute-Metta,

Federation of Catholic Youth Association — The Secretary
Catholic Secretariat,
Race Course,
P.O. Box 951 — Lagos.

Federation of Nigeria Women Organisation — Mrs. Funmilayo Ran-Some-Kuti,
14, Isabo Road, Abeokuta,
Phone 39.

Federation of Community Youth Council — c/o Social Welfare
27, Kakawa Street, Lagos

Federal Nigeria Society for the Blind — The Director
P.M.B. 2225
Lagos.

Girls Brigade of Nigeria — Mrs. H. D. Fletcher,
P.O. Box 1400,
Ibadan.

Girls Guides Association — Lady Oyinkan Abayomi/Mrs. M. Okin,
25, Obalende Road,
Lagos - Phone 20454.

Islamic Youth League — Mr. M. A. G. Akorede,
50, Herbert Macaulay Street,
Ebute-Metta.

Marriage Guidance Council — Federal Ministry of Labour,
Welfare Division,
147, Yakubu Gowon Street,
Lagos

Methodist Youth Council — The Secretary,
P.M.B. 1004,
Yaba

Federation of Boys and Girls Clubs — c/o The Secretary
Community Development Division
27, Kakawa Street, Lagos
or 134, Great Bridge Street, Lagos.

National League of Bribery & Corruption — Mr. J. B. Jegede
c/o 63, Ayilara Street,
Surulere, Lagos.

National Union of Nigerian Students — General Secretary,
Ahmadu Bello University
Zaria.

National Youth Council of Nigeria — (Chairman) Mr. Olu Fadairo,
Nigerpak Limited Apapa

Nigerian Red Cross Society — Lagos Branch Secretary,
P.O. Box 764, Lagos,

Red Cross of Nigeria — Chief S. A. Ojo (Chairman),
P.O. Box 764
Lagos

Royal Society for the Prevention of Cruelty to Animals — Chief S. B. Kuku,
5, Ebun Street,
Abule-Ijesha Yaba,

Salvation Army — Colonel H. Dahlftrom, P.O. Box 125, Lagos

Salvation Army Youth Organisation — c/o Salvation Army Headquarters, Odunlami St. Lagos

St. John's Ambulance Brigade — Room 105, 1st floor 34/36 Ikoyi Road, P.O. Box 2264 Lagos

United Labour Congress Youth Wing — 321, Herbert Macaulay St. Ebute-Metta,

Voluntary Workcamps Association — c/o The Secretary, P.O. Box 21890 Lagos.

World Youth Philanthropic Organisation — H. Dele Odusanya, 24, Oba Akran Avenue, Ikeja.

Young Men's Christian Association — Mr. M. N. Sagoe, P.M.B. 2106, Lagos

Young Men Muslim Association — Islamic Congress Mosque, 45A, Ondo Street East, Ebute-Metta.

Young Women Christian Association — Lady Alakija, 8, Moloney Street, Lagos

The Young Christian Workers — Box 1997, Oke Ado Ibadan.

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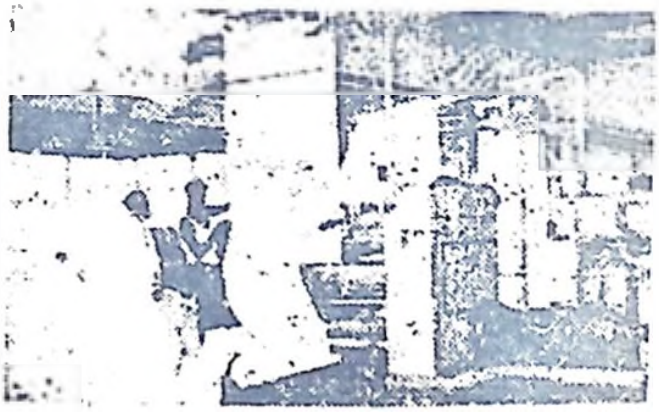

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NIGERIA TOURIST ASSOCIATION

THE Nigerian Tourist Association was registered under the Companies Act as a non-profit making Company, limited by Guarantee, on September 15, 1962.

Its founder members were the Federal Government of Nigeria, the Government of Western Nigeria, the Government of Eastern Nigeria, the Government of Northern Nigeria, the Nigeria Railway Corporation, the Nigeria Airways, the Nigeria Hotels Limited and the Elder Dempster Agencies Limited. Membership is open to any organisation and commercial establishment in the travel and allied industries.

The objects of the Association include the promotion and development of the tourist industry in Nigeria, stressing particularly the growth of foreign tourism to Nigeria and the development of a healthy domestic travel and holiday industry; the improvement and extension of the amenities provided for visitors by the hotel catering and service trades; to encourage the development of tour operators and the development of transport and other essential travel facilities: to seek relaxation for tourists in the application of the laws and regulations controlling entry of non-nationals to advise Governments on the development of tourist infrastructure and suprastructure.

Under the terms of its Articles of Association the management of the Association is controlled by an Executive Committee elected from among the members and representing the interests of the member Governments and the different sections of travel and allied services.

EXECUTIVE MEMBERS OF THE ASSOCIATION

J. A. Adeyeye	Federal Government: Ministry of Trade (Chairman)
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T. Owolabi	Midwest State Government: Ministry of Trade & Industry, Benin City
A. A. Doma	Benue Plateau State Government: Ministry of Finance, Trade & Industry, Jos

A. Mani	North Central State: Military Governor's Office, Kaduna
W. P. Dan-Kalio	Rivers State Government: Ministry of Economic Division, Trade & Industry, Port Harcourt
M. Hassan	Federal Government: Ministry of Internal Affairs Immigration Dept. Lagos
—	Federal Government: Ministry of External Affairs, Lagos
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E. F. Alasi	Kwara State Government: Ministry of Finance Trade & Industry, Ilorin
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—	South-Eastern State Government, Calabar
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NIGERIAN MUSEUMS

OF all countries in Africa South of the Sahara, Nigeria is the richest in sculptural traditions. The national museum, beautifully situated in its park in the very heart of Lagos has the finest collection of Nigerian art in the world. A representative display is on show together with archaeological exhibits. Plans are in hand to expand the museum.

ORON MUSEUM

Designed primarily to house the wonderful collection of hundreds of hardwood figure carvings depicting the ancestors of the Oron clan of the Ibibio tribe, which are among the oldest and finest of all West African wood carvings. The museum also contains representatives exhibits from other parts of Nigeria. The museum site which is adjacent to the main Calabar car ferry has a fine view up the Cross River.

ESIE MUSEUM

In the bush two miles from the Yoruba village of Esie in Eastern Ilorin Province was found the largest known group of stone figures in Africa—about a thousand human figures, half life size, many of high sculptural merit. They may be of Yoruba or Nupe origin and are still reserved by the local population. A new museum was built in 1966 to house these figures.

JOS MUSEUM

The archaeological museum at Jos stands in a 60-acre park of outstanding natural beauty and contains the prehistoric finds of the Plateau Minesfield. Most notable of these are the two thousand-year-old terracottas of the Nok Culture earliest known plastic art in Africa South of the Sahara In the grounds are a small zoo, and the beginnings of an open air museum of traditional architecture and an arboretum.

BENIN MUSEUM

Of all the Nigerian arts the bronzes of Benin are most widely known in the outside world because they are so well represented in the great art museums.

Though at present modest in size, the collection at Benin contains some of the finest and earliest pieces of all, which have been dug up accidentally during the development of modern Benin City or excavated by the Department of Antiquities. A new museum is to be built in the traditional style at a fine site in the centre of Benin.

A museum has been built to house the arts and crafts of the Eastern districts of Yorubaland at Owo which is famous for its artistic traditions.

CARVED MONOLITHS IKOM

There is a number of groves containing circles of stones carved in low relief to represent human beings. Some of them appear to show artistic affinities with the hard wood ancestor carvings of the Oron clan at the mouth of the Cross River. Their origin is not yet known though they are still sacred.

Most accessible of these monoliths are in a grove at the roadside near Meghave a little beyond mile 111 on the Enugu-Ogoja-Gboko road. And an annual festival is held there at the end of the dry season.

IFE MUSEUM

The museum was built to house the world-famous bronze and terra-cota heads and stone sculptures of Ife, the ancient sacred city of the Yoruba. The display space has been expanded to allow for the exhibition of other aspects of material culture of the Yoruba. Visitors are recommended also to see some of the historic sites of Ife; for example the staff of Oranmiyan, an imposing 18-foot monolith and the Grove of Oro.

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ROCK PAINTINGS: BIRNIN DUKU AND GAJI

These two groups of rock paintings in the provinces of Kano and Bauchi are the most important yet found in Nigeria. The Birnin Kudu cattle paintings and symbolic drawings show affinities with some of the Saharan paintings. Both are accessible by motor road.

SLIT-DRUMS: EKPENE

These gigantic Ikoro drums, of which scarcely half a dozen remain in more or less sound condition, used to be a treasured possession of many villages in the Okon, Afaha and Otoro Clan areas of Uyo Province. They are carved from hardwood and average nine feet long and three feet in diameter.

JEBBA BRONZE

On the island at Jebba are some extraordinary bronze figures of the Nup Kingdom in the 15th century. Six of them are the largest cast bronzes ever found in Africa (not excepting ancient Egypt). They have clear affinities with early Ife and Benin work.

KANO: MAKAMA'S HOUSE

The town house of the Makama of Kano at the corner of the Emir's Square, and one of the oldest remaining houses in Kano, has been declared a monument and has been converted into a museum to contain antiquities and the arts and crafts typical of the Hausa and Fulani of the Kano area.

GOBIRAU MINARET KATSINA

This imposing minaret, which is built of mud and palm timbers, is all that remains of the mosque constructed in Habe times, before the Holy Wars of Sheikh Usman dan Fodio. Parts of this 50-foot tower are thought to be as much as 250 years old.

THE LAW ABOUT THE EXPORT OF ANTIQUITIES

The export of antiquities (which in Nigeria includes all ritual art objects even if made at the present time) is controlled by the Antiquities Ordinance No. 17 of 1963 (which gives definitions), and the Antiquities (Exports Permits) Regulations 1957 (L.N. 62 of 1957). There are severe penalties for attempting to export antiquities without a permit issued by the Antiquities Commission. Permits should be applied for with as much notice as possible from one of the following:

(1) Director, Department of Antiquities Lagos.
(2) Curator, Jos Museum, Jos.

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ONITSHA
38 New Market Road
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Tel. 3021/2/3

CATERING REST HOUSES AND HOTELS

This information is the latest available from the Nigeria Tourist Association at the time of going to press. Customers are advised to check against the possibility that between publication and actual reservation there might be changes in the services, rates and other details.

Town	*Catering Rest House or Hotel*	*Telephone Number*	*Charges and other Particulars*
ABA	Enta Guest House-Station-Road	500	Inclusive daily charges single 50/-; double 75/-; breakfast 7/6; lunch 10/- Dinner 85/- European ; Dinner 10/- African.
ABA	Hotel Florida-Milverton Avenue		Inclusive daily charges: single, 50/-; double 70/-; breakfast, 7/6; lunch 12/6 European 5/- African. Dinner 15/6 European Dinner 5/- African.
ABA	Phoenix Hotel G.R.A.	2041	Inclusive daily charges; single, 60/-; breakfast 5/-; lunch 10/6d European 8/6 African; Dinner, 10/6d.
ABA	Mayor's Hotel 21, New Market Road		Single, 25/-.
ABA	Sorrento Hotel & Guest Enterprise, St. Michael Road		Single, 55/-; double 75/-.
ABA	Stella Hotel Jubille Road		Inclusive daily charges: single, 25/-; double 42/-
ABAKALIKI	Phoenix Hotel G.R.A.	37	Inclusive daily charges: Single, 30/-; double 40/-; breakfast 5/-; lunch: 8/6 European 6/6 African. Dinner 8/6.
ABE-OKUTA	Catering Rest House	6	Inclusive daily charges: single, 35/-; double, 70/-; breakfast, 8/-; dinner 9/-
ABUJA	The Abuja North Western State		Inclusive daily charges: single, 30/-; double 45/-; breakfast, 5/-; lunch, 8/6; dinner 10/-.
AKURE	Catering Rest House	2033	Inclusive daily charges: single, 25/-; double 40/-; breakfast, 5/-; lunch, 8/-; dinner, 9/-.
BENIN CITY	Bendel Hotel PMB 1126	1003	Inclusive daily charges: single, 90/-; double, 140/- breakfast, 10/6; lunch 20/-; dinner, 23/-.
BENIN CITY	Catering Rest House	72	Inclusive daily charges: single, 45/-; double 105/-; breakfast, 7/6; lunch 15/6; dinner, 17/6.

CATERING REST HOUSES AND HOTELS

Town	*Catering Rest House or Hotel*	*Telephone Number*	*Charges and other Particulars*
BENIN CITY	Hotel Benin-Plaza 1A, Reservation Rd. PMB 1152	1090/1/2-34 Exp.	Inclusive daily charges: single, 90/-; double, 120/-.
BENIN CITY	Sunfresh Guest House 149, 1st East Circular Road, Benin City	395	Inclusive daily charges: single, 63/-; double, 84/-; breakfast 8/6; lunch: 15/- European 8/6 African; dinner, 17/6 European 8/6 African.
EKET	Catering Rest House	—	Inclusive daily charges: single, 56/6; double 81/6;
ENUGU	Palm Beach Hotel 39, Bishop Anyogu Street, Uwani	—	Inclusive daily charges: single, 20/-; double 30/-; suit 63/-.
ENUGU	Tourist Hotel 824, Zik Avenue Uwani	—	Inclusive daily charges: single, 55/- and 75/-; double, 80/- and 120/-.
ENUGU	Presidential Hotel Independence Layout, PMB 1096	3511	Inclusive daily charges; single, 100/- 200/- double; breakfast, 9/6; lunch: 15/- European; 15/- African; Dinner, 25/- European; 25/- African.
ENUGU	Club Safari 6, Ringway Avenue		Inclusive daily charges: single, 70/-; double, 105/-.
ENUGU	Phoenix Hotel		Inclusive daily charges: single, 60/-; double, 80/-; breakfast, 6/6; lunch; 10/6 European, 8/6 African; Dinner, 10/6.
GOMBE	Catering Rest House		Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
GUSAU	Catering Rest House	...	Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
IBADAN	Premier Hotel P.O. Box 1206	23041	Inclusive daily charges: single, 90/-; double, 150/-; lunch, 17/6; dinner, 21/-.
IBADAN	Catering Rest House	24537	Inclusive daily charges; Single, 25/-; double, 40/-; breakfast 5/-; lunch: 8/- European, 6/- African; dinner, 9/- European; 6/- African.

CATERING REST HOUSES AND HOTELS

Town	*Catering Rest House or Hotel*	*Telephone Number*	*Charges and other Particulars*
IBADAN	Greenspring Hotel	24225/ 24276	Inclusive daily charges: single, 60/-; double, 110/-; breakfast, 7/6; lunch: 15/-; dinner, 17/6.
IBADAN	Lafia Hotel	24275	Inclusive daily charges: single 50/-; double, 100/; breakfast, 7/6; lunch, 12/6; dinner, 15/-.
IJEBU-ODE	Catering Rest House, PMB 2041	101	Inclusive daily charges: single, 35/-; double, 55/-; breakfast, 5/-; lunch 8/- Eu. 6/-; Afr.; dinner, 9/- Eu.; 6/- Afr.
IKOM	Catering Rest House	38	Inclusive daily charges: single, 47/6; double, 72/6; lunch: 7/6 Afr.; 9/6 Eu.
ILESHA	High Way Hotel Box 24	2018 2070	Inclusive daily charges: single 33/6; double, 65/-; breakfast, 8/6; lunch, 10/6; dinner 12/6.
ILORIN	Catering Rest House	2018	Inclusive daily charges: single, 32/6; double, 64/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
JOS	Hill Station,	2072	Inclusive daily charges: single, 75/- double, 105/-; breakfast, 9/6; lunch, 15/6; dinner, 18/6.
"	Ambassador Hotel	—	Inclusive daily charges: single, 15/- double, 27/6; breakfast, 12/6; lunch, 6/6; dinner, 7/6.
"	Catering Rest House	2348	Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/-; lunch, 8/6; dinner, 9/6.
"	Jubilee Hotel	—	Inclusive daily charges: single, 21/-;
"	Plateau Pax Hotel	—	Inclusive daily charges: single, 15/-; double, 27/6; breakfast, 4/6; lunch, 6/6; dinner, 7/6.
"	Terminus Hotel Ahmadu Bello St. P.O. Box 628, Jos.	2277	Inclusive daily charges: single, 21/-; double, 31/6; breakfast, 5/6; lunch, 8/-; dinner, 9/-.
KADUNA	Hamdala Hotel, Annex Bungalows and chalets	2505	Inclusive daily charges: single, 90/- & 63/-; double, 160/- & 105/-; breakfast, 10/6; lunch, 15/-; dinner, 20/-.

CATERING REST HOUSES AND HOTELS

Town	*Catering Rest House or Hotel*	*Telephone Number*	*Charges and other Particulars*
KAINJI	Catering Rest House	—	Inclusive daily charges; single, 30/-; double, 55/-; breakfast, 5/-; lunch, 10/- dinner, 12/6.
"	Kainji Hotel	—	Inclusive daily charges: single, 75/-; double, 115/-; breakfast, 10/6; lunch, 17/6; dinner, 21/-
KANO	Central Hotel Kano	3057	Inclusive daily charges: single, 72/6; double, 112/6; breakfast, 10/-; lunch, 12/6 & 17/6; dinner, 12/6 & 17/6.
KATSINA	Catering Rest House	67	Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
KEFFI	Catering Rest House P.O. Box 12	41	Inclusive daily charges: single, 38/6; double, 60/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
KONTAGORA	Catering Rest House	7	Inclusive daily charges; single, 38/6; double, 77/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
LAGOS	Airport Hotel, Ikeja	33051	Inclusive daily charges: single, 95/-, double, 160/-
"	Angel Lodge Surulere	—	Inclusive daily charges: single, 35/-; double, 70/-; lunch, 10/-; dinner 10/-.
"	Bristol Hotel	25901	Inclusive daily charges: single, 97/6; double, 165/-; breakfast, 10/-; lunch 15/- dinner, 17/6.
"	Domo Hotel Campbell St.	—	Inclusive daily charges: single, 70/-; double, 105/; breakfast, 7/6; lunch, 13/6 Eu. 8/6 Afr.; dinner, 16/6.
"	Excelsior Hotel PMB 1167, 3-15 Ede Street, Apapa	45906 41694/5	Inclusive daily charges: single, 84/-, 95/-; double, 10/-, 150/-; breakfast, 7/6; lunch, 15/-; dinner, 21/-.
"	Federal Palace	26691	Inclusive daily charges: single, 105/-; double, 180/-; breakfast, 10/6; lunch, 17/6; dinner, 21/-.
"	Ikoyi Hotel Kingsway Rd. P.O. Box 895	24095	Inclusive daily charges: single, 89/3; double, 150/-; breakfast, 9/6; lunch, 16/-, 17/6; dinner, 17/6, 20/-.
"	Mainland Hotel 2/4, Denton Street, P.O. Box 2158, Ebute Metta	41101	Inclusive daily charges: single, 95/-; double, 170/-; breakfast (continental): 5/6; lunch, 17/6; dinner 21/-.

CATERING REST HOUSES AND HOTELS

Town	*Catering Rest House or Hotel*	*Telephone Number*	*Charges and other Particulars*
LAGOS	Majestic Hotel Surulere	—	Inclusive daily charges: single, 45/-; double, 63/-; breakfast, 5/6; lunch, 12/6; dinner, 12/6.
"	Maryland Guest House Maryland Est. P.O. Box 34 Ikeja.	33450 & 33475	Inclusive daily charges: single, 70/-; double, 110/-; breakfast, 7/6; lunch, 12/6; Af. 17/6 Eu.; dinner, 17/6 Af. 21/6, Eu.
"	Niger Palace Hotel 1, Thorburn Avenue P.O. Box 364, Yaba.	44699	Inclusive daily charges: single, 60/-; double, 100/-; breakfast, 7/6; lunch, 12/6; dinner, 15/-.
"	Pension Smith, Agege	—	Inclusive daily charges: single, 30/-; double, 50/-; breakfast, 6/-; lunch, 6/- Af. 7/6 Eu.; dinner, 6/- Afr. 8/6, Eu.
"	Regent Hotel	26881	Inclusive daily charges: single, 90/-; double, 140/-; breakfast, 7/6 & 5/6. Lunch and Dinner A/L/C.
"	Tip Top Guest House 4A/4B Obanikoro Str. Ikorodu	33982	Inclusive daily charges: single, 65/-; double, 120/-; breakfast 7/6; lunch, 17/6 European 12/6 African; dinner, 17/6 European, 12/6 African.
"	Victoria House Ikeja	33955	Inclusive daily charges: single, 50/-; double, 65/-; breakfast, 5/-, 7/-; lunch, 8/6 European 5/6 African; dinner, 10/- European 6/- African.
LOKOJA	Catering Rest House	22	Inclusive daily charges: single, 32/-; double, 64/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
MAIDUGURI	Catering Rest House	44	Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/6; lunch 8/6; dinner, 9/6.
MAKURDI	Catering Rest House Benue Plateau State	22	Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
MINNA	Catering Rest House	346	Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/6; lunch 8/6; dinner, 9/6.

CATERING REST HOUSES AND HOTELS

Town	*Catering Rest House or Hotel*	*Telephone Number*	*Charges and other Particulars*
MUBI	Catering Rest House c/o Provincial Office Mubi Sardauna Province.	88	Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
OBUDU	Obudu Ranch Hotel P.O. Box 37, Obudu — Ogoja.		Inclusive daily charges: Single, 75/-; double, 130/-; breakfast 7/6; lunch, 12/6; dinner, 15/-.
OGBOMOSHO	Catering Rest House		Inclusive daily charges: single, 20/-, 25/-, double, 40/-; breakfast, 5/-; lunch, 8/- Eu. 6/- Afr. dinner, 9/- Eu. 6/- Afr.
OSHOGBO	Catering Rest House	2357	Inclusive daily charges: single, 25/-; double, 40/-; breakfast, 5/-; lunch, 8/-; Eu. 6/- Afr; dinner, 9/- Eu. 6/- Afr.
OWERRI	Progress Hotel Phoenix Hotel		Inclusive daily charges: single, 40/-; double, 60/-; breakfast, 5/-; lunch, 7/6; dinner, 7/6.
PORT HARCOURT	Hotel Presidential	21451	Inclusive daily charges: single, 100/-; double, 140, 200/-; breakfast, 9/6; lunch, 15/-; dinner, 25/-;
PORT HARCOURT	Catering Rest House 1/2, Harley Street P.O. Box 5058.	8333	Inclusive daily charges: single, 70/-; double, 70/-; breakfast, 9/6; lunch, 9/6 Eu. 7/6 Afr. dinner, 11/6.
PORT HARCOURT	Cedar Palace Hotel 11, Harbour Road P.O. Box 491	491, 275, 276 & 8177	Inclusive daily charges: single, 90/-; double, 180/-; breakfast, lunch and dinner,
POTISKUM	Catering Rest House		Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
SAMARU	Catering Rest House Zaria	2031	Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.

CATERING REST HOUSES AND HOTELS

Town	*Catering Rest House or Hotel*	*Telephone Number*	*Charges and other particulars*
SOKOTO	Catering Rest House North-Western State	31	Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6
SAPELE	Eluko Lodge Sapele	211	Inclusive daily charges: single, 30/-; double, 40/-; breakfast, 5/-; lunch, 7/6 Eu. 5/- Af.; dinner, 8/6 Eu. 5/- Af.
UMUAHIA	Phoenix Hotel		Inclusive daily charges: single, 40/-; double, 50/-; breakfast, 6/6; lunch, 9/6 Eu. 7/6 Af.; dinner, 7/6.
UROMI	Catering Rest House	25	Inclusive daily charges: single, 30/-; double, 45/-; breakfast, 6/-: lunch, 9/- Eu. 6/- Af; dinner, 10/- Eu. 6/- Af.
VOM	Federal Catering Rest House, Vom via Jos.	11	Inclusive daily charges: single, 32/-; double, 59/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
WARRI	Catering Rest House		Inclusive daily charges: single, 55/-; double, 75/-; breakfast, 10/6; lunch, 15/- European; 10/6 African; dinner 17/6 European; 10/6 African.
WARRI	Mid-West Inn	350	Inclusive daily charges: single, 60/-; double, 110/-; breakfast, 13/-; lunch and dinner, A/L/C.
WARRI	Peju Guest House Warri	204	Inclusive daily charges: single, 30/-; double, 70/-; breakfast, 6/-; lunch, 12/5 European; 6/- African; dinner, 13/6 European; 6/- African.
WARRI	River Valley Hotel	223	Inclusive daily charges: 90/- single; 105 double.
Yankari	Game Reserve		Inclusive daily charges: single, 31/6; double, 63/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
YOLA	Catering Rest House Yola	33	Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.
ZARIA	Catering Rest House Zaria	2457	Inclusive daily charges: single, 38/6; double, 77/-; breakfast, 6/6; lunch, 8/6; dinner, 9/6.

DECIMAL CURRENCY BOARD

DECIMAL CURRENCY (WHOLE KOBO)

CONVERSION CHART B (To be used to convert bank and accounting records)

		1d	2d 3d	4d	5d
	k	1k	2k	3k	4k
1/-	10k	11k	12k	13k	14k
2/-	20k	21k	22k	23k	24k
3/-	30k	31k	32k	33k	34k
4/-	40k	41k	42k	43k	44k
5/-	50k	51k	52k	53k	54k
6/-	60k	61k	62k	63k	64k
7/-	70k	71k	72k	73k	74k
8/-	80k	81k	82k	83k	84k
9/-	90k	91k	92k	93k	94k
10/-	₦1.00	₦1.01	₦1.02	₦1.03	₦1.04
11/-	₦1.10	₦1.11	₦1.12	₦1.13	₦1.14
12/-	₦1.20	₦1.21	₦1.22	₦1.23	₦1.24
13/-	₦1.30	₦1.31	₦1.32	₦1.33	₦1.34
14/-	₦1.40	₦1.41	₦1.42	₦1.43	₦1.44
15/-	₦1.50	₦1.51	₦1.52	₦1.53	₦1.54
16/-	₦1.60	₦1.61	₦1.62	₦1.63	₦1.64
17/-	₦1.70	₦1.71	₦1.72	₦1.73	₦1.74
18/-	₦1.80	₦1.81	₦1.82	₦1.83	₦1.84
19/-	₦1.90	₦1.91	₦1.92	₦1.93	₦1.94
£1	₦2.00				

DECIMAL CURRENCY BOARD

DECIMAL CURRENCY (WHOLE KOBO)

CONVERSION CHART B (To be used to convert bank and accounting records)

	6d	7d	8d	9d 10d	11d
	5k	6k	7k	8k	9k
1/-	15k	16k	17k	18k	19k
2/-	25k	26k	27k	28k	29k
3/-	35k	36k	37k	38k	39k
4/-	45k	46k	47k	48k	49k
5/-	55k	56k	57k	58k	59k
6/-	65k	66k	67k	68k	69k
7/-	75k	76k	77k	78k	79k
8/-	85k	86k	87k	88k	89k
9/-	95k	96k	97k	98k	99k
10/-	₦1.05	₦1.06	₦1.07	₦1.08	₦1.09
11/-	₦1.15	₦1.16	₦1.17	₦1.18	₦1.19
12/-	₦1.25	₦1.26	₦1.27	₦1.28	₦1.29
13/-	₦1.35	₦1.36	₦1.37	₦1.38	₦1.39
14/-	₦1.45	₦1.46	₦1.47	₦1.48	₦1.49
15/-	₦1.55	₦1.56	₦1.57	₦1.58	₦1.59
16/-	₦1.65	₦1.66	₦1.67	₦1.68	₦1.69
17/-	₦1.75	₦1.76	₦1.77	₦1.78	₦1.79
18/-	₦1.85	₦1.86	₦1.87	₦1.88	₦1.89
19/-	₦1.95	₦1.96	₦1.97	₦1.98	₦1.99

NIGERIAN RAILWAY
FARES TO PRINCIPAL STATIONS

		1st Class	*2nd Class*	*3rd Class*
Lagos	— Ibadan . .	50/-	25/-	13/-
Lagos	— Oshogbo . .	75/-	37/-	19/-
Lagos	— Offa . . .	89/-	44/-	22/-
Lagos	— Ilorin . .	101/-	50/-	25/-
Lagos	— Jebba . .	126/-	63/-	32/-
Lagos	— Minna . .	192/-	96/-	48/-
Lagos	— Kaduna Junction	233/-	116/-	58/-
Lagos	— Zaria . .	255/-	127/-	64/-
Lagos	— Kano . .	291/-	145/-	73/-
Lagos	— Kafanchan .	280/-	140/-	70/-
Lagos	— Jos . . .	306/-	153/-	77/-
Lagos	— Bauchi . .	341/-	170/-	85/-
Lagos	— Gombe . .	384/-	192/-	96/-
Lagos	— Maiduguri . .	462/-	231/-	116/-
Lagos	— Enugu . .	407/-	203/-	102/-
Lagos	— Port Harcourt .	470/-	235/-	118/-
Port Harcourt	— Kafanchan .	190/-	95/-	48/-
Port Harcourt	— Jos . . .	217/-	108/-	54/-
Port Harcourt	— Kaduna Junction	237/-	118/-	59/-
Port Harcourt	— Zaria . .	258/-	129/-	65/-
Port Harcourt	— Kano . .	295/-	147/-	74/-

THE NIGERIA AIRWAYS LOCAL TIME-TABLE

DOMESTIC SCHEDULES — EFFECTIVE 1ST APRIL, 1972

TABLE 1

LAGOS — BENIN — ENUGU — PORT HARCOURT — CALABAR *ALL TIMES LOCAL*

		F27					F28								B737
		Thu Sat	Tue Wed Fri		Sat		Tue	Thu	Wed Fri	Wed Fri	Tue	Tue	Thu	Sat	Thu
		WT. 120	WT. 124	WT. 140	WT. 152	WT. 142	WT. 160 F/Y	WT. 164 F/Y	WT. 162 F/Y	WT. 134 F/Y	WT. 126 F/Y	WT. 132 F/Y	WT. 122 F/Y	WT. 150 F/Y	WT. 136 F/Y
LAGOS	d.	0745	0900	1230	1300	1015	1015	1445	0835	1245	1425	1625	1245	1500	1200
BENIN	a.	0840	—	—	—	1110	—	—	—	1325	1505	—	1325	—	—
BENIN	d.	0900	—	—	—	1130	—	—	—	1345	—	—	—	—	—
ENUGU	a.	0950	1030	—	—	—	—	—	—	—	—	—	—	—	—
PORT HARCOURT	a.	—	—	1400	—	1220	1110	1540	0930	1425	—	1720	—	1555	1255
PORT HARCOURT	d.	—	—	—	—	—	1130	1600	0950	—	—	—	—	—	—
CALABAR	a.	—	—	—	1450	—	1200	1630	1020	—	—	—	—	—	—

TABLE 2

CALABAR — PORT HARCOURT — ENUGU — BENIN — LAGOS

		F27					F28								B737
		Thu Sat	Tue Wed Fri		Sat		Tue	Thu	Wed Fri	Wed Fri	Tue	Tue	Thu	Sat	Thu
		WT. 121	WT. 125	WT. 141	WT. 153	WT. 143	WT. 161 F/Y	WT. 165 F/Y	WT. 163 F/Y	WT. 135 F/Y	WT. 127 F/Y	WT. 133 F/Y	WT. 123 F/Y	WT. 151 F/Y	WT. 137 F/Y
CALABAR	d.	—	—	—	1515	—	1220	1650	1040	—	—	—	—	—	—
PORT HARCOURT	a.	—	—	—	—	—	1250	1720	1110	—	—	—	—	—	—
PORT HARCOURT	d.	—	—	1530	—	1240	1310	1740	1130	1445	—	1740	—	1615	1325
ENUGU	d.	1015	1050	—	—	—	—	—	—	—	—	—	—	—	—
BENIN	a.	1100	—	—	—	1330	—	—	—	1525	—	—	—	—	—
BENIN	d.	1120	—	—	—	1350	—	—	—	1545	1525	—	1345	—	—
LAGOS	a.	1210	1210	1655	1700	1440	1405	1835	1225	1625	1605	1835	1425	1710	1420

NIGERIA AIRWAYS
DOMESTIC SCHEDULES — EFFECTIVE 1ST APRIL, 1972

TABLE 3
LAGOS/IBADAN/KADUNA/JOS/KANO/SOKOTO/MAIDUGURI

F.27			F.28	B.737		All Times Local	F.27				F.28	B.737	
Wed Fri Sat	Tue Thu	Tue Wed Thu Fri	Sat	Tue Fri	Thu		Fri Sat	Wed	Tue Thu	Tue Wed Thu Fri	Sat	Tue Fri	Thu
WT.686	WT.684	WT.682	WT.678 F/Y	WT.676 F/Y	WT.674 F/Y		WT.683	WT.681	WT.685	WT.687	WT.679 F/Y	WT.677 F/Y	WT.675 F/Y
0700	0700	1300	0730	0800	1500	d. Lagos a.	1220	1605	1720	1635	1430	1250	1740
—	—	1330	—	—	—	a. Ibadan d.	1150	1535	—	—	—	—	—
—	—	1350	—	—	—	d. Ibadan a.	1130	1515	—	—	—	—	—
0900	0900	1525	0835	0905	1605	a. Kaduna d.	0955	1340	1540	1455	1325	1145	1635
0920	0920	1545	0855	0935	—	d. Kaduna a.	0935	1320	1520	1435	1305	1115	—
1000	1000	1625	—	—	—	a. Jos d.	0855	1240	—	1355	—	—	—
1020	1020	1645	—	—	—	d. Jos a.	0835	1220	—	1335	—	—	—
1110	1110	1735	0930	1010	—	a. Kano d.	0745	1130	1440	1245	1230	1040	—
—	1130	—	0950	—	—	d. Kano a.	—	—	1410	—	1200	—	—
—	1240	—	—	—	—	a. Sokoto d.	—	—	1300	—	—	—	—
—	—	—	1045	—	—	a. Maiduguri d.	—	—	—	—	1105	—	—

NOTE: SEE TABLE 5 FOR KANO/YOLA/MAIDUGURI

NIGERIA AIRWAYS
DOMESTIC SCHEDULES — EFFECTIVE 1ST APRIL, 1972

TABLE 4
LAGOS — IBADAN — BENIN

F.27			All Times Local			F.27	
Wed Fri	Thu Sat	Sat				Tue Thu Sat	Wed Fri
WT.102	WT.100	WT.104				WT.101	WT.103
0815	0815	1630	d.	Lagos	a.	0935	1150
0845	0845	1700	a.	Ibadan	d.	0905	1120
0905	—	—	d.	Ibadan	a.	—	1100
0950	—	—	a.	Benin	d.	—	1015

TABLE 5
KANO — JOS — KADUNA — YOLA — MAIDUGURI

F.27				All Times Local			F.27			
Sun	Wed	Sun	Tue Thu				Wed	Sun	Tue Thu	Sun
WT. 432	WT. 430	WT. 321	WT. 434				WT. 430	WT. 320	WT. 434	WT. 432
1300	0730	0830	0730	d.	Kano	a.	1205	1230	1205	1735
—	—	0920	—	a.	Jos	d.	—	1140	—	—
—	—	0940	—	d.	Jos	a.	—	1120	—	—
—	—	1020	—	a.	Kaduna	d.	—	1040	—	—
1435	0905	—	—	a.	Yola	d.	—	—	1035	—
1455	0925	—	—	d.	Yola	a.	—	—	1015	—
1550	1020	—	0900	a.	Maiduguri	d.	1040	—	0920	1610

NOTE: See Table 3 for LAGOS/KADUNA/KANO/MAIDUGURI Service

TABLE 6
KANO — KADUNA — ENUGU — PORT HARCOURT — BENIN — IBADAN

F.27		All Times Local			F.27	
Mon	Sat				Sat	Mon
WT.313	WT.311				WT.312	WT.314
0745	1130	d.	Kano	a.	1805	1805
0825	1210	a.	Kaduna	d.	1715	1715
0845	1230	d.	Kaduna	a.	1655	1655
1010	1355	a.	Enugu	d.	1525	1525
1030	1415	d.	Enugu	a.	1505	1505
1110	1455	a.	Port Harcourt	d.	1420	1420
1130	—	d.	Port Harcourt	a.	—	1400
1220	—	a.	Benin	d.	—	1310
1240	—	d.	Benin	a.	—	1250
1325	—	a.	Ibadan	d.	—	1200

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